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Page 18: BR&P to B&O to CSX to R&S

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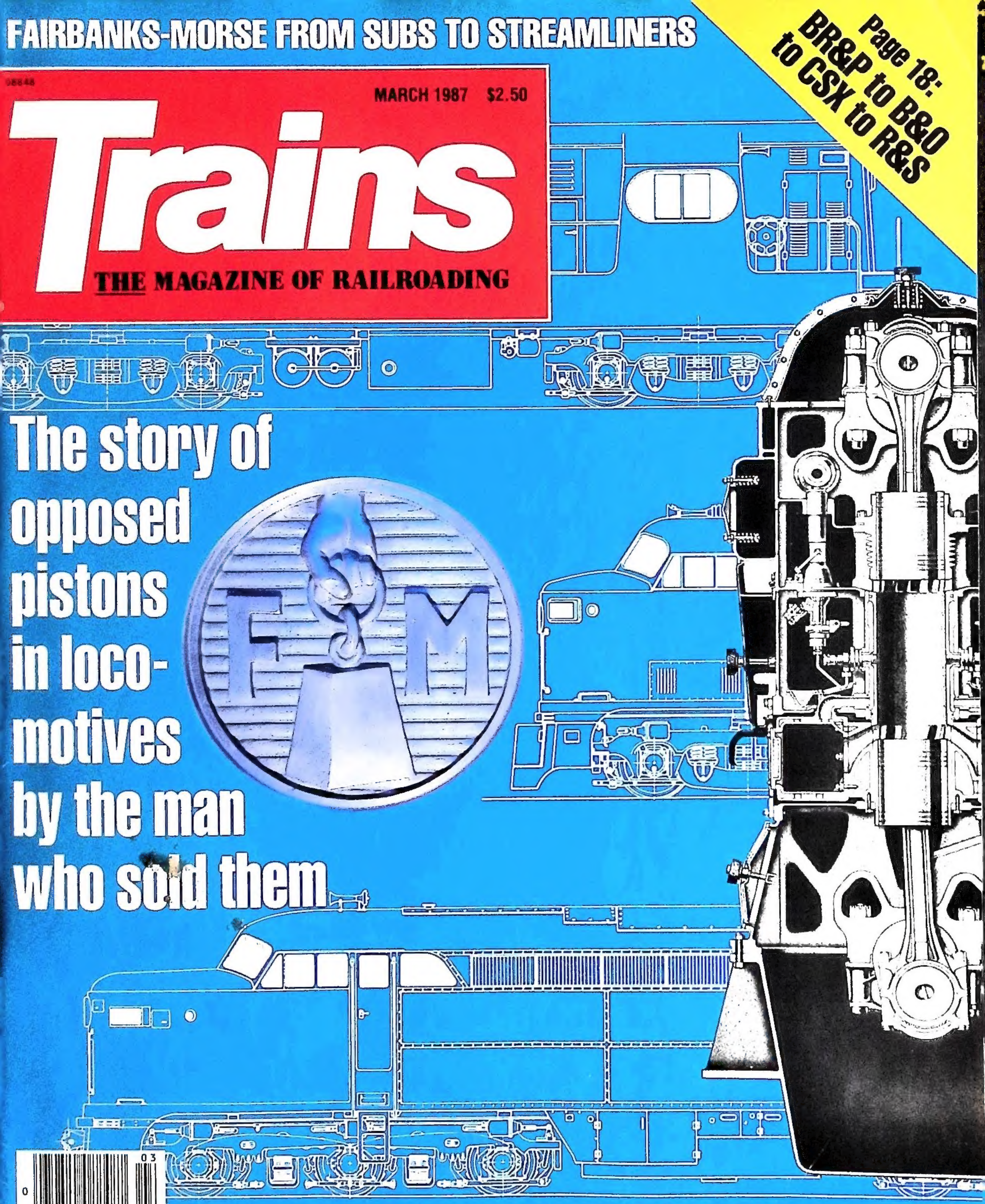

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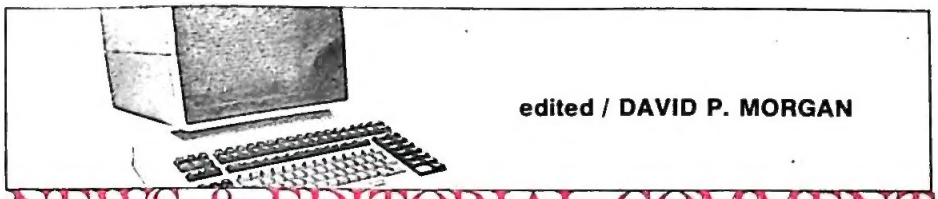
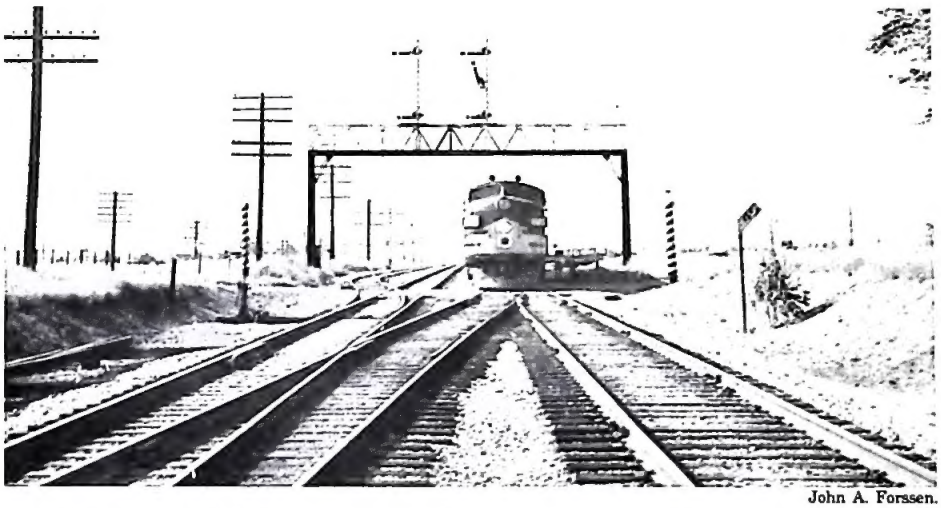


edited / DAVID P. MORGAN

NEWS & EDITORIAL COMMENT

"WHOLE RAILROAD IS FOR SALE"



John A. Forssen.

NORTH COAST LIMITED enters turnout at De Smet, Mont., in territory now for sale.

I N269VA concluded and, to some, highlighted a 1986 that included tragedy (Challenger, Chernobyl), pomp (wedding of Prince Andrew and Sarah Ferguson), celebration (100th birthday of the Statue of Liberty), scandal (Iran and Ivan Boesky), transition (Philippines), summit (Reykjavik), and farewell (Cary Grant, 82).

N269VA is the registration of *Voyager*, the spindly white aircraft that circled the globe without refueling, flying 25,012 miles nonstop in 216 hours 4 minutes at an average speed of 115.8 mph. Designed by one man and flown by two pilots, *Voyager* managed its feat without recourse to support from the Air Force, NASA, or any conglomerate business, echoing Lindbergh's unprecedented New York-Paris solo exploit of 1927.

If Ross Rowland had fired up his next-generation ACE 3000 steam locomotive last year, that might have been railroading's *Voyager*. Instead, the closest we came on high iron to individualism was Jack Haley's Chicago, Central & Pacific takeover of ICG's Iowa Division.

Otherwise, we experienced surprise (the ICC's rejection of Southern Pacific & Santa Fe), disappointment (Robert Claytor's failure to acquire Conrail or steam 2-6+6-4 1218), innovation (purchase of tractive force by megawatt-hours), stalemate (Guilford vs. its unions), dissolution (of the name Baltimore & Ohio after 159 years), repetition (Florida East Coast's 10th consecutive Harriman gold medal safety award), doldrums (locomotive and carbuilders), tragedy (VIA collision with a CN freight at Hinton, Alberta, 23 fatalities), Act of God (Great Salt Lake inundation of Espee), merger (Soo Line swallowing of Milwaukee Road, Union Pacific dropping the Missouri Pacific name), lion & the lamb (UP+Overnite) . . .

. . . and shock ("Our whole railroad is for sale"—Burlington Northern spokesman).

You mean to say that America's longest railroad—the whole 28,937-mile, 2957-diesel, 88,858-car, 38,294-employee system—is on the block? You got it. That's what BN's Howard Kallio told the *Missoulian*, a Montana daily, adding that "If someone offers a decent price, all or part of it is for sale." The statement is and is not facetious. Chairman Richard M. Bressler of parent Burlington Northern, Inc., doesn't expect anyone to appear at his door tomorrow with the right price, and he doesn't denigrate the value of his railroad vis-à-vis his nonrail assets. He simply feels it behooves a good businessman to keep his options open. Meanwhile, the system in terms of its segments isn't sales-sacrosanct.

BN was off and running last year with track sales that created Arkansas & Missouri (145 miles), Montana Western (40 miles), Washington Central (230 miles), and Otter Tail Valley (170 miles). And BN finished off 1986 with the news that 450 miles' worth of its former Northern Pacific main line between Laurel, Mont., and Sandpoint, Ida.—*i.e., North Coast Limited*/Main Street of the Northwest/4-8-4 and 4-6+6-4/EMC 103 test territory—was for sale. To quote BN President Darius Gaskins, "Any of you in the audience with extra change who always wanted to be a railroader, come see us."

BN neighbor Chicago & North Western is following suit. A quarter century ago North Western sought to be the survivor in its overbuilt, thinly trafficked granger territory by swallowing Minneapolis & St. Louis

Trains

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THE TOKYO CONNECTION

I WE inherited Robert Aldag as a key Fairbanks-Morse contact from founder Al Kalmbach, who'd known Bob since his Purdue student days. Whether the subject was the larger-than-life Train Master or the innovative Speed Merchant, Aldag was the sharp, candid, confident liaison with the Beloit Works. When FM quit the locomotive trade in 1963, Bob vanished . . . until a letter appeared in the *Wall Street Journal* in 1985 debunking chances of the ACE 3000 against the diesel, signed by a Robert Aldag in Tokyo. Could it be? It had to be! *WSJ* Letters Editor John Ryan agreed to put us in contact; and the long-sought, first-person account of FM beginning on page 24 is the result. Thanks, John Ryan, and, ironically, thanks ACE.—D.P.M.

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COVER: Diesel side elevations courtesy *MR Cyclopedia—Vol. 2: Diesel Locomotives* (Kalmbach Books, 1980); and OP engine cutaway, Fairbanks-Morse.

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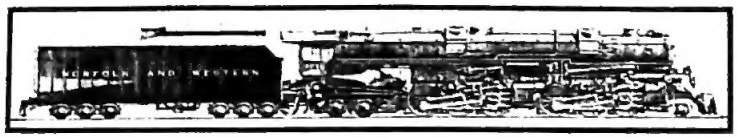

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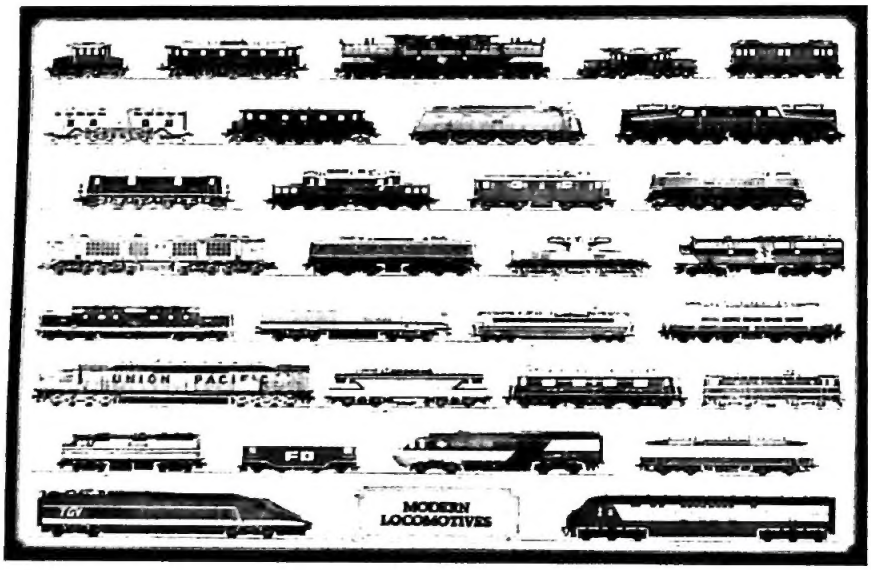

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and Chicago Great Western. And C&NW vainly reached for Milwaukee Road and Rock Island. Peaking out at 11,523 route-miles in 1968, C&NW dieted down by abandonment to 6300 miles, now seeks to shred as many as 3000 more through abandonment or sale. Gone in 1986 were 965 miles to newly formed Dakota, Minnesota & Eastern; rumored next to go: lines out of Green Bay, Wis., to the Upper Peninsula of Michigan, 600 miles of Iowa branches, and that lonely line across Nebraska out toward Wyoming.

That would have to be the railroad story of 1986—and possibly 1987 too: fragmentization of the Class 1's into dozens of new short lines and mini-trunks, with the hint of bigger things to come. The trickle that became a torrent began innocuously enough in 1961, when the strike-bound Rutland quit and segments purchased by the state or an authority were leased to private operators (Vermont Railway; Green Mountain Railway; St. Lawrence Railroad). The movement gained momentum in the wake of Rock Island's collapse and Milwaukee Road's retrenchment. Illinois Central Gulf's strategy of selling off everything but its Chicago-Gulf spine in reaction of failing to dispose of the property as a system set the pattern for the 1980's, whereupon the Big Boys climbed on the wagon. CSX threatened to discard B&O if Conrail went to Norfolk Southern; Soo Line sought an in-house departmentalization of its newly enlarged system into main lines and a low-density Lake States Transportation unit; and Santa Fe Southern Pacific talked (while some security analysts applauded) about auctioning off one or both of its railroads if their merger was rejected.

The script became a cliché in 1986. A Class 2 or 3 operator could, theoretically, turn Class 1 failure into instant success by rationalizing labor, offering on-demand service, and discarding bureaucratic overhead. And the Class 1 seller could have his cake and eat it too by interlining the lost traffic at the nearest interchange. The kaleidoscope of color schemes on secondhand Geeps became a railfan's paradise, and only Congressional mutterings about labor-protection for displaced workers clouded the future. Item: There was even a hint of the smaller-is-better show on the passenger front as Texas Mexican ["This Train Runs For The Money," January 1987 TRAINS] tried pulling people for profit in territory where Amtrak had given up, and Roaring Fork [page 9, same issue] sought to.

The script is not yet seamless. Norfolk Southern (if you discount its no-choice willingness to parcel off the old Nickel Plate and Pittsburgh & West Virginia to Guilford and Pittsburgh & Lake Erie as a condition to acquiring Conrail) and Union Pacific are conspicuous spinoff holdouts. If railroading's future is predicated on intermodalism, what long-range future does a Class 2 or 3 line hold in a world of mainline TOFC/double stack/RoadRailer trains wherein trucks function as the yard engines and way freights of yore? And surely there is in all of this play an abject admission that the Class 1's can't keep their house in order (and isn't that the theme John Kneiling played on his piano?) and/or that they possess a clearer crystal ball than the newcomers.

Regardless, whereas at the end of 1985 the Class 1's still accounted for 90 per cent

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of rail tonnage, 93 per cent of revenues, 90 per cent of employees, and 85 per cent of mileage, the trends were pointing toward a decline to 75 per cent in most categories in the foreseeable future.

Meanwhile, train-watchers, long since conditioned by Association of American Railroads handouts and mountains of merger testimony to the belief that fewer railroads spelled salvation, could be excused if they invoked Alice in Wonderland's "Curiouser and curiouser!" to describe what is now transpiring on iron high and low. Yes, and as they try to sort out, identify, and remember all those new reporting marks from ABPR to MMID to YARR*.

CN and high-button shoes

The logic of the railroad is that you can pull more than you can carry on your back. Steering is no problem because of flanges on the wheels gripping fixed rails. And because wheels and rail are both steel, traction is superb. Class 1 railroad freight trains in the U.S. average 71.8 cars carrying 2574 tons of freight behind 3.1 diesel units totaling 7654 h.p. Not too shabby, is it, less than 3 h.p. per ton of cargo? And the performance is less than optimum because the average freight car has a capacity of 84.3 tons. Thus, the average freight *could* accommodate more than 6000 tons of lading without increasing its length or tare and with a less than proportional boost in motive power. But in practice, only 57.2 per cent of freight car-miles are loaded, thus the average train lading of 2574 tons.

*Aberdeen & Briar Patch, Maryland Midland, and Youngstown & Austintown.

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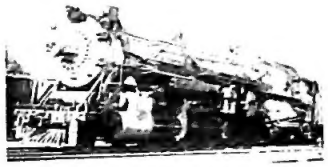
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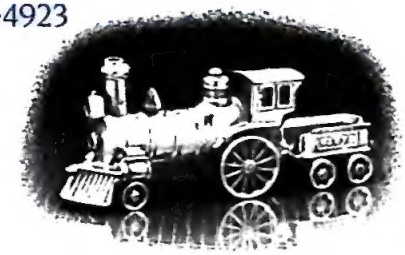

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You would think a mechanism like that could clean up in transportation, including in Canada where Canadian National's redballs look like ours except for some widenose hood units on the front and (so far) always a caboose on the rear. Dr. J. Maurice LeClair, recent and short-term CN executive (he hired on in 1979, was appointed chairman in 1985, resigned last December), obviously thought so. He called it "the most cost-effective system the country has for moving goods." But CN is in trouble, and if it can't make money it'll need subsidies or it must, to quote LeClair, "abandon the railway, to let it go the way of high-button boots, one of the dumber options one could entertain." Still, he *did* mention abandonment, and CN itself is not shy about suggesting why such a onetime unspeakable thought is now voiced. LeClair traced almost $2 billion of its $3.5 billion dent to providing uneconomic services in the public interest. For starters, CN has half the traffic density of Union Pacific; expressed another way, almost 90 per cent of its trade is handled on a third of its mileage. That's why CN wants to tear up 1000 miles of track a year—for the next decade. And please, no subsidies. "Subsidies are usually inadequate, usually inflexible, and do not promote different and perhaps better ways of doing the job," says Assistant Vice President Strategic Projects Marvin Blackwell. Also, loss of smokestack industries and lessened reliance by developing countries on Canada's natural resources have increased CN's vulnerability to highways. "Realistically speaking, there is no commodity in Atlantic Canada [*i.e.*, New Brunswick, Nova Scotia, Newfoundland] which cannot be shipped by

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truck," says Cliff Carson, regional manager of market development and pricing.

In a bittersweet recap of history, LeClair observed, "We are a precious link to a proud past and are perceived to be as eternal and unchanging as the plains, rivers, and mountains that we cross. To varying degrees, Canadians see Canadian National not only as a Crown corporation but also as an agency of government, one whose mandate is to be all things to all people, to provide jobs and services regardless of cost, in the interest of national harmony."

So CN envies the deregulation granted U.S. railroads and, perhaps thereafter, ponders privatization. But first comes profitability. Said LeClair: "The real issue from our point of view is not the question of who owns us but whether anyone would want to. Privatization or not, we must be privatizable—if you will forgive the neologism."

Custody of the Corridor

Amtrak is, by demographics, a schizophrenic animal. It is (1) the Northeast Corridor and (2) everything else. The Corridor (Washington-New York-Boston, with spurs near the extremities to Springfield, Mass., and Harrisburg, Pa.) constitutes but 3 per cent of the National Railroad Passenger Corporation's 23,394 route-miles but 57 per cent of its passengers carried and 41 per cent of its scheduled trains. Moreover, Amtrak is a real railroad within the Corridor in the sense of owning its own tracks.

The Corridor is where trains on streetcar headway race up to 125 mph between high-level-platform stations, are air-competitive (32 per cent of New York-Washington air-rail traffic vs. 24.7 per cent for No. 2 Eastern), and attract the attache-case/three-piece-suit Yuppie trade. It's a frequency/ridership combination only encountered elsewhere between Los Angeles and San Diego. Otherwise, elsewhere is where you go for domes, Auto Trains, Superliners, and the nostalgia implicit in the names *California Zephyr*, *Empire Builder*, *Silver Meteor*, and *Starlight*.

But critics, notably Minneapolis lawyer Andrew C. Selden, argue that Washington-based Amtrak has a Corridor complex that inhibits the carrier from exploiting its long-haul potential and hides the Corridor costs that keep the system dependent on the Federal dole. His solution ["How To Get Amtrak Out of the Woods," January 1986 TRAINS]: sell the Corridor.

At year's end, the novel idea surfaced in Washington as the New York *Times* quoted Administration officials as saying President Reagan would include sale of the Corridor in his Fiscal 1988 budget. Asking price: $1.6 billion plus. Initial reaction was negative. Amtrak Chairman W. Graham Claytor Jr. thought there'd be no buyers; "It's not profitable." National Association of Railroad Passengers Executive Director Ross Capon labeled it "The dumbest idea I ever heard." "Fiscal fantasy," editorialized the Philadelphia *Inquirer* (although a subsequent business story in the paper said such a sale "may be on right track"). Conversely, Selden has argued that the Corridor was sold before (by Conrail to Amtrak) and could be sold again, and that several parties (Amtrak, commuter authorities, freight railroads, real estate developers) could be counted on for user-fees and/or ownership shares.

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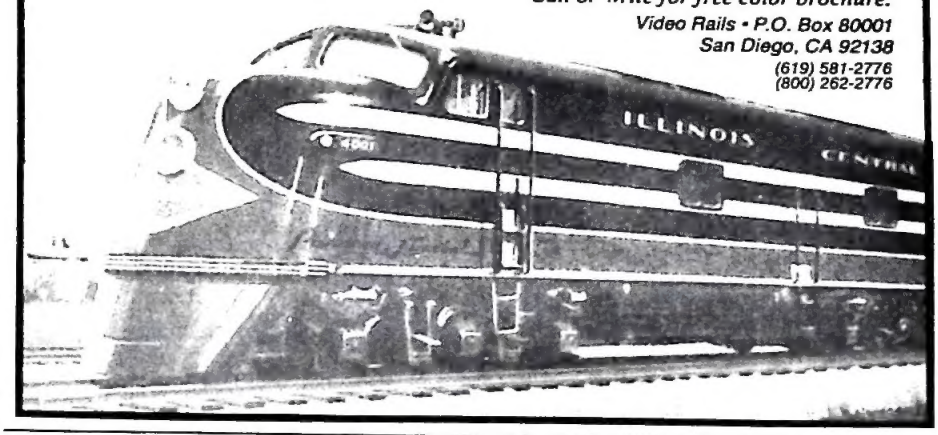

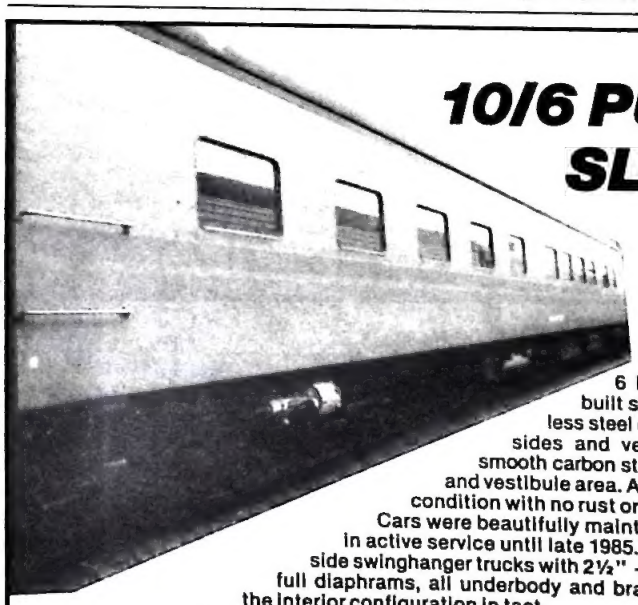

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Coincidentally, an old Amtrak antagonist, the 3100-bus, 70,000-mile Greyhound Lines, was sold to an investor group for $350 million plus last December after conglomerate parent Greyhound Corporation failed to win key labor concessions. The country's No. 1 highway passenger operator grosses $710 million and carries 30 million passengers a year (vs. $724.6 million and 20.1 million riders for Amtrak) but has been a marginal proposition in recent years because of discount air fares and restrictive labor contracts.

Quotes of the month

"Boy, it would be a dull country if you didn't have a railroad."—*Kenneth Jackson, 63, retired Tennessee Central telegrapher, quoted in a November 16, 1986, Atlanta* Journal and Constitution *article on partial TC successor Nashville & Eastern.*

"The LIRR is the nation's largest commuter railroad, carrying over 272,000 passengers on a typical work day. It has over 7000 employees and a 1986 operating budget of $585.2 million. Almost half the budget is provided by the fare box, the remainder by state, local, and Federal subsidies."—*From a December 2, 1986, Long Island press release announcing ratification by the United Transportation Union of retroactive wage increases totaling 19.5 per cent over the term January 1985 through June 1989.*

"I always enjoy taking the steam engine [8444] out. When we went through Kansas City in 1984 with it, I never saw so many people lined up; it beat even the Eisenhower funeral train."—*Union Pacific lounge car attendant Walter Dean in the December 1986 UP* Info Magazine.

"How railroads and their employees accept what they cannot change and address what they can change will define the size and health—maybe even the existence—of freight railroads in the decades ahead."—*Richard E. Briggs, executive vice president of the Association of American Railroads, in remarks to the Technology, People, and Productivity Seminar at the Massachusetts Institute of Technology in Cambridge, Mass., November 12, 1986.*

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tries characterized by just-in-time inventory controls, small shipment sizes, and geographic decentralization]. We make our money hauling large volumes of traffic from a single origin to a single destination. . . . Increasingly, the standard transportation product—the base line for comparison of what most shippers want—is a truck. TOFC is the best we have to offer. There are some disadvantages vis-à-vis truck because TOFC almost invariably involves out-of-route movements at both origin and destination to reach a piggyback terminal. And any time you have to assemble a number of trucks into one production unit (the train) there is some diminution of service quality and reliability. . . . Our ability to compete with the over-the-road trucker (where the labor cost, in the range of $18-20,000 a year per man is half the rail labor cost) will be directly proportional to the increased flexibility and reduced cost we obtain from our labor force. If we are ever going to be competitive for a wide range of traffic, we must be able to provide service at a profit for shipment sizes in the range of 10 to 20 to 30 trailers at a time. Despite the success of Western carriers in offering stack train service and the ability of carriers such as Conrail to offer high-quality TOFC service along its principal routes, the hard fact is that the marketplace is becoming increasingly decentralized, and the number of corridors where it is possible to amass 150 to 200 trailers at one time without harming service is limited."—*James W. McClellan, vice president corporate development, Norfolk Southern, in remarks to the New England Shippers Advisory Board in Hartford, Conn., March 5, 1986.* 1

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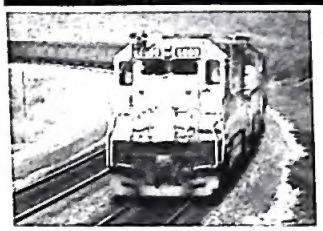

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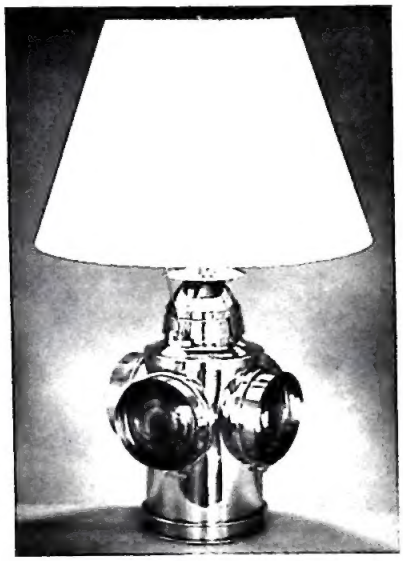

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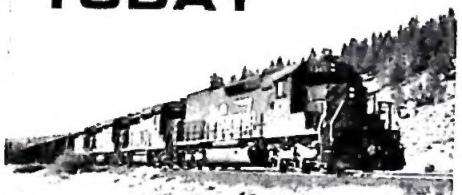

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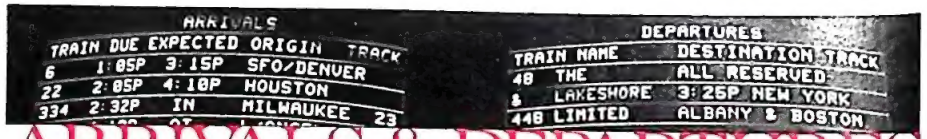


ARRIVALS & DEPARTURES

edited / J. DAVID INGLES

PILEUP AT GUNPOW: **Amtrak** suffered its worst accident—15 fatalities, 176 injured—at 1:30 p.m., Sunday, January 4, 1987, at Gunpow interlocking just south of Gunpowder River bridge in Chase, Md., when train 94, the Washington-Boston *Colonial* with over 500 aboard 12 cars behind AEM7's 903/900 moving over 100 mph, struck three **Conrail** B36-7 diesels running light northbound. GE trio apparently overran a restrictive signal and entered Track 2 just ahead of the express. Worst prior Amtrak accident: derailment of *City of New Orleans* on Illinois Central at Tonti, Ill., near Salem, in June 1971, with 11 dead.

* * *

DAVID-GOLIATH REPLAY?: Parent holding firm of little (1627-mile) **Kansas City Southern** has asked ICC to reaffirm its rejection of **Southern Pacific & Santa Fe** merger, following which it will enter a bid to purchase big (11,957-mile including Cotton Belt and NWP) **Southern Pacific**. Back at the ranch, the **Missouri-Kansas-Texas** (Katy) now supports SP&SF merger in exchange for trackage rights granting it more access in Dallas area and rights to Corpus Christi, Tex., from San Antonio. Of course, if proposed **Union Pacific** acquisition of Katy is approved, this is moot since UP already serves Corpus.

* * *

KEEPING THE REINS: L. Stanley Crane, 71, has agreed to stay as **Conrail's** chairman and chief executive officer through 1988, as the company gains its feet as an independent, publicly owned firm—and one, presumably, operating a K4 on excursions. . . . Robert B. Claytor is continuing beyond his scheduled December 31, 1986, retirement date as **Norfolk Southern** chairman and CEO until February 28, 1987, because successor Arnold B. McKinnon was to have heart-bypass surgery.

* * *

FAILURE IN CALIFORNIA: **Eureka Southern**, 169-mile successor to the Northwestern Pacific from Willits, Calif., north, in late December 1986 filed for Chapter 11 bankruptcy, under which it will continue to operate.

* * *

PASSENGER POINTS: According to **DOT** figures, **Amtrak** became largest commercial passenger carrier for New York-Washington traffic in first quarter 1986, with 306,300 passengers, 32 per cent; Eastern Airlines had 237,240 for 25 per cent. . . . Average **Amtrak** trip length is 247 miles, 23 miles longer than New York-Washington and about twice as long as Los Angeles-San Diego (128 miles). . . . An **Amtrak** test run over **MidSouth Rail**'s ex-Illinois Central line October 6-7, 1986, from Meridian, Miss., to Shreveport, La., was made at instigation of local authorities; no new service is anticipated soon. Similar December 9, 1986, exploratory run over **North Western**, however, from Chicago to Omaha, could result in reroute of *California Zephyr* off BN across Iowa (it would remain on BN west of Omaha to Denver) as early as October 1987. This was contemplated in 1982 but rejected until C&NW track condition improved. Projected stops: Geneva, De Kalb, Dixon, Ill.; Clinton, Beverly (Cedar Rapids), Marshalltown, Ames, Boone, and Carroll, Ia. Unless Iowa would sponsor a 403b local, Burlington, Mount Pleasant, Ottumwa, Osceola, and Creston would lose Amtrak train service. Galesburg, Ill., would still have Quincy-Chicago local and *Southwest Chief* on Santa Fe but lose traditional access to Omaha, Denver, California. **Iowa** is mulling contract Amtrak bus connections to either/both routes. . . **Bombardier** will build *and run* a new maintenance facility for Philadelphia transit and commuter authority **SEPTA**, and build 35 commuter coaches. Also on tap: 7 AEM7 electric locomotives from EMD for SEPTA push-pull service. . . . Missouri River flooding closed **Union Pacific**'s former MoPac main across Missouri September 28-October 9, 1986.

* * *

RED LION'S ROAR IS STILLED: Transit America, Thyssen's U.S. subsidiary we all know as the **Budd Company**'s railcar producing unit, at Red Lion near Philadelphia, will quit manufacturing passenger cars this spring. . . . As Budd exits, though, a new entry is the partnership of **Kawasaki and Nissho Iwai**, with a new plant at Yonkers, N.Y., along Metro-North's Hudson line. First order is for 90 cars for PATH, the transit system connecting New York and New Jersey (older names: Hudson & Manhattan, "Hudson Tubes").

* * *

NARROW GAUGE SUPPORT: Canadian government has decided to keep Canadian National 3-foot, 6-inch **Newfoundland** railway, which does business as **TerraTransport**, will spend

$36.4 million to improve the 400-mile line. Province wanted $1 billion highway improvement if railway was abandoned. In past decade, railway's island freight traffic share dropped from over half to one-third.

* * *

SHORT STUFF: New name for Pinsly operation in Sunshine State [page 11, October 1986 TRAINS] is **Florida Central**, operating 61 miles of four former CSX lines: Forest City-Winter Garden, Toronto-Tavares, Tavares-Soronto, and Tavares-Umatilla. Power is ex-Santa Fe CF7's. . . **Eastern Shore** parent Canonie, Inc., a marine firm, wants to abandon the 93-mile ex-Pennsy rail operation on the Delmarva Peninsula and the Norfolk carfloat operation.

* * *

DIESEL DOINGS: **Anthracite Railway** has acquired **Delaware & Hudson** RS3 4103, last 244-engine Alco in use on a Class 1 railroad. . . . **Kansas City Southern** still employs a set of four F carbody units on Hope Subdivision trains 23-24, the nightly turn between Shreveport and Cullen, La. The quartet looks like a four-unit locomotive, but it's really two powered F7A's, 4054/4059, between two cab units made into slugs: F3AM 4050, F7AM 4055. . . . **Dansville & Mount Morris**'s two GE 44-tonners (including the last one built) are now on the **Bay Colony**. . . . Two **Berlin Mills** GE 70-tonners from New Hampshire [page 19, January 1987 TRAINS] have gone to the **Belfast & Moosehead Lake** in Maine. . . . **Chestnut Ridge** 52, a historic **Mack** railbus long eyed by preservationists, has been acquired by Lehigh Valley Chapter NRHS. . . . Former **Pennsylvania** GP30 2233 has been privately purchased from Conrail for excursion use on the **West Shore** Railroad, a 12-mile ex-Pennsy line at Mifflinburg, Pa.

* * *

STEAM STUFF: Not only is the first **Chesapeake & Ohio** Kanawha 2-8-4, 2700, being restored [page 14, May 1986 TRAINS] by a St. Albans, W.Va., group, now the last Kanawha, 2789, is too. Miami County Locomotive Association has removed the 2789 from park in Peru, Ind., to nearby indoor site.

* * *

STATION STATUS: **Nashville Union Station** has reopened as luxury Union Station Hotel. . . The **Kingsport** (Tenn.) Clinchfield station, terminus of annual Santa Claus train [December 1986 TRAINS], will be centerpiece of privately developed Kingsport Centre, a retail/entertainment complex. . . . **Buffalo Central Terminal** was sold at auction for $100,000, after bankrupt previous owner failed to pay taxes. New owner Thomas Telesco, 34, is consulting with people in St. Louis and Indianapolis, where renovated Union Stations are thriving retail centers/hotels.

* * *

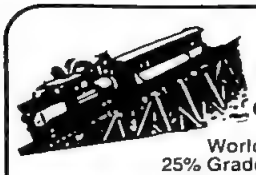
NEW TWIST: You're familiar with branch-line abandonments for lack of business, land reclamation, and poor track, but how about huge judgments in personal injury cases? **Southern Pacific** had to counter a local newspaper report that it is pulling out of Matagorda County, Texas, because of its reputation for juries awarding large sums in non-residential lawsuits. Filing suit against a railroad in other than your county of residence has been permissible in Texas since 1983. SP, which has paid out $10 million in 3 years in judgments and settlements in Matagorda, says it began 2 years ago filing for abandonment of the 68-mile branch from Wharton, on the Houston-Victoria route, through Bay City to Palacios the on Gulf of Mexico, because of lack of business. **UP** and **Santa Fe** also serve the county. *Traffic World* termed the jury award problem a "little known, but not unusual situation." Most plaintiffs are rail employees who, under the Railway Labor Act, must seek compensation for on-the-job injuries through the courts; most other workers are governed by the Workmen's Compensation Act, which has a strict schedule of award levels for specific injuries. Most large eastern roads have faced a similar jury-award problem in Madison and St. Clair counties in Illinois, across the Mississippi River from St. Louis, with grade-crossing accidents, because suits could be filed in any county where the railroad did business. In 1960's Fallen Flag terms, 14 Class 1 roads (7 systems today) passed through those counties en route to St. Louis.

* * *

ON A SCREEN NEAR YOU: When the movie "End of the Line" is released, watch for railroad scenes shot in Arkansas. **Union Pacific**'s Jenks Shop in North Little Rock and Benton Yard, disguised as "Clifford", as well as the Carlisle Branch, were area locations used in filming of the story, set on the fictitious Southland Railroad, for which MoPac GP28-2 2377 was lettered. . . . For "Matewan," set in a West Virginia hamlet of that name on the Norfolk & Western, moviemakers substituted as the location for filming the storefront street of **Thurmond**, which faces the Chesapeake & Ohio main line. **Nickel Plate** 2-8-4 No. 765 (Lima 1944) substituted for script's 1920's locomotive.

* * *

IT'S A CRIME: New Anti-Drug Abuse Act includes a provision making it a Federal crime to be under the influence of alcohol or drugs while operating or directing the operation of a common carrier. Punishment is up to 5 years in prison and fines up to $10,000. Rail labor unions are upset.



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Experience-turn-of-the-century steam railroading in the snow. Volunteers at Mid-Continent are running six trains each day at 9, 10:30, 12, 1:30, 2:45, and 4, including first class service on a restored Soo Line diner-lounge. Steam rotary plow #762, formerly of the Union Pacific's Oregon Short Line, operates, if weather permits, before the weekend. Call (608) 522-4261 or send SSAE to MCRM, North Freedom WI 53951.

Mark Perry

Ike S. Zimbel

VIA RAIL CANADA took delivery of its first new non-LRC power at a Toronto Union Station (left) ceremony at 11 a.m., December 15, 1986, when F40PH-2's 6400 and 6401 arrived from Mimico Shops pulling Budd-built lounge *Empress* and dome-lounge-sleeper-observation *Prince Albert Park*. VIA is buying 30 of the units at $2.6 million (Canadian) a copy, mainly for transcontinental service, from Diesel Division of General Motors of Canada Ltd.; the 6408 (above) appeared in Walkerville, Ont., December 28. Item: New HEP units will have to M.U. with old boiler-equipped units or heater cars until carrier converts steam-heated cars and/or acquires double-deckers with head-end power; Dash 2 designation implies modularized electrical control cabinet, also in Amtrak's F40PH's, even if not so noted in U.S. nomenclature.

RAILROAD NEWS PHOTOS

Scott Hartley.

YOU'D NEVER GUESS New York, Susquehanna & Western 6370's ancestry as Burlington Northern 6644 [page 13, February 1987 TRAINS] after the big F45 donned her new owner's paint. On maiden freight run for Susie Q in new attire December 27, 1986, the unit led two SD45's bracketing a C430 on Sea-Land double-stack symbol container train SLN-3 into scenic Narrowsburg, N.Y., on Conrail's ex-Erie Southern Tier District.

AT LAST! Somebody wants those eight E-44 freight motors conveyed to NJ Transit by Conrail January 1, 1983, but never used on the commuter line. On October 31, 1986, the blue bricks, CR 4458-4465 (GE 1960), were sandwiched between NJ Transit diesels en route through Weequahic, N.J., for delivery to Amtrak, which will overhaul the C-C's at Wilmington, Del., for Northeast Corridor work trains [page 11, January 1987 TRAINS]. This will release E60's for passenger duty.

Alan Tillotson.

Bill Farmer.

CHIHUAHUA PACIFIC celebrated 25th anniversary of its completion November 22, 1986, by reactivating two units of original Fairbanks-Morse power (out of service since 1981) for an extraordinary three-way meet at Témoris, Chihuahua: Extra 602 North with H16-44 602 leading GP40 1007 and GP40-2 1021 on special from Los Mochis; southbound special from Chihuahua behind H16-44 525 and GP40-2's 1013 and 1022 (on bridge at right); and NdeM autovia 104 (near tunnel portal on hill above anniversary monument, created from shell of retired H16-44 524, hopper cars, and state map).

RAILROAD NEWS PHOTOS

DÉJÀ VU?: Resembling Mike Danneman's shot of EMD SD60 demonstrators on Soo [pages 22-23] is this panorama of GP59 siblings on Southern No. 88 near Crandall, Ind., November 10, 1986. In tow behind EMD 8-9-10, which ran a Danville, Ky.-Princeton, Ind., test circuit for Norfolk Southern (which purchased the 3800 h.p. B-B's) is Alco RS11 952 (ex-L&N, nee SAL) for Indiana Hi-Rail's new ex-IC Evansville line.

Matthew J. Franklin.

Robert C. Anderson.

SCHNABEL CAR built by Krupp for CE Power Systems had its 36 wheels and 303-foot length fully engaged in Duluth/Superior terminal December 10-12, 1986, moving a 750-ton Japanese-built reactor out of Twin Ports toward an oil refinery in Regina, Saskatchewan. Soo moved the vessel from ship a mile over to Burlington Northern, which hauled it to CP Rail interchange at 15 mph during daylight hours only. Highway overpass, switch stands, fence, and crossing signals were all fouled by unique wide swing of Schnabel vehicle.

Robert C. Anderson.

Robert C. Anderson.

Don Loffelman.

BORROWING a page from Burlington Northern's briefcase, Southern Pacific experimented with 20,000-pound capacity fuel tender 700 on November 12, 1986, at Valla, Calif. (intermodal port for American President Lines stack trains), where experimental gray-with-red-ends tank spliced Cotton Belt GP40-2 7250 and ex-*Sunset Limited* Budd-built research and test car 252.

Ray Weart.

RAILROAD NEWS PHOTOS

PLAIN VANILLA Illinois Terminal GP7 1605 (February 1953, serial No. 18707), subsequently IT 1506 and N&W 3406, retired in July 1984, is safely back in old dress and number *and* operational at Illinois Railway Museum in Union, Ill., after donation by Norfolk Southern. Item: As the 1506, the Geep made the cover of May 1981 TRAINS.

Henry Frick.

OAKWAY 9005, one of those SD60's whose use is paid for by Burlington Northern on a megawatt-hours basis, maintained off-BN property by the builder, lettered LEASED TO OAKWAY INC and BUILT BY ELECTRO-MOTIVE, stands at Alliance, Nebr., November 3, 1986, for Powder River Basin coal train service. Sisters are assigned to Glendive, Mont., coal trains.

Bill Meyers.

LARGEST Alco claimed by preservationists, Conrail C630 6761 (ex-Reading 5308) stands at Reading (Pa.) Shops in October 1986 following acquisition by Reading Company Technical & Historical Society, which plans to restore C-C to original green/yellow dress.

Jim Wrinn.

PRIDE AND JOY of shop retirees—Historic Spencer Shops ex-Southwest Virginia, nee Buffalo Creek & Gauley 2-8-0 No. 4—made a demonstration run July 25, 1986. Museum hopes to schedule the Baldwin Consolidation in regular service at its Spencer, N.C., site.

Louis A. Orlowski.

CELEBRATING 20th anniversary of *Rocky Mountain Rocket*'s last run, Colorado Midland and Intermountain Chapters of NRHS chartered October 18, 1986, Falcon-Limon, Colo., round trip over Cadillac & Lake City, with ex-Santa Fe CF7 2509 propelling ex-NYC observation, ex-D&RGW coach, ex-CB&Q combination, and both ex-AT&SF and UP cabooses.

Rochester & Southern: a line come full circle

Trackage rights for the Saltshaker
A hammerhead helps out
Will we see BR&P re-emerge?

DAVID J. MONTE VERDE

PHOTOS / **THE AUTHOR**

AT 5:30 on a September 1986 afternoon, the blast of a GP40 airhorn echoes through the small western New York community of Le Roy—a sound not unusual to the town, which has witnessed the daily passing of Chessie System GP40's over the past several years. This day, however, the GP40's are different. Instead of Chessie yellow or B&O blue, these EMD's display a smart orange, yellow, and black scheme that glistens in the fall sun (above). This quartet comprises two-thirds of the GP40's of the newly formed Rochester & Southern Railroad. The R&S logo on the diesels' flanks, and the color scheme itself, are patterned after those of R&S's sister railroad, the Genesee & Wyoming, a privately controlled hauler of rock salt and other commodities. Both roads are subsidiaries of Genesee & Wyoming Industries (G&WI).

Until the Conrail era, G&W was a 12.2-mile, all-Alco line mainly connecting the salt miles at Retsof, N.Y., with New York Central, Lehigh Valley, and Baltimore & Ohio at P&L Junction, Caledonia. As Class 1 railroads retrenched in the area, G&W expanded with trackage rights over B&O north into Rochester to reach Conrail and south to Silver Springs to reach Delaware & Hudson; picked up CR's former Lackawanna trackage east to Groveland to preserve an outside connection for little Dansville & Mount Morris; and then purchased the D&MM itself. Including trackage rights, G&W now is a 91-mile operation, and five EMD's—two new MP15's, a secondhand SW1500, and two ex-CR GP38's—have gained the upper hand from the Alcos.

Rochester & Southern, which began operations at midnight, July 21, 1986, is G&WI's reaction to Chessie System's own retrenchment. The 93.6-mile line, from Rochester down to Ashford Junction, was once part of the northeastern stem of the old Buffalo, Rochester & Pittsburgh Railway. BR&P was absorbed by B&O in 1932, and this line ultimately became the Fourth Subdivision of B&O's Pennsylvania Division. From Ashford, the junction with the line to Buffalo, Rochester & Southern enjoys trackage rights on B&O south into Salamanca, N.Y., where interchange is made.

Although the property had been seriously neglected in the later years when B&O had the line on the market, R&S inherited a strong traffic base from B&O, especially on the Rochester Belt Line, a spur heading north from the west side of the city, the remnant of BR&P's coal-dock access and connection with the old Ontario Shore line of NYC. Belt customers include Eastman Kodak and two General Motors plants, Rochester Products and Delco.

The early organization of R&S was done at G&WI's corporate headquarters in Connecticut, led by a veteran railroader, W. Gifford Moore, former president of the Lehigh & Hudson River. Moore, who served as R&S's first president until his retirement in September 1986, was instrumental in setting up early R&S operations, including taking over train dispatching from B&O in October 1986. In his honor, R&S GP40 105 bears Moore's name.

As negotiations with Chessie progressed, the target date for the first R&S operation floated from early 1986 on through the ensuing months. Meantime, a deal had been struck with General Electric on six former Conrail (New York Central) GP40's, stored at the GE car shop at Sayre, Pa. Chrome Locomotive rehabilitated the six at its shop in Silvis, Ill. (former Rock Island). With their delivery not scheduled until later, R&S borrowed motive power to begin operations: Pittsburgh & Lake Erie SW1500's 1585, 1589, and 1597, and G&W Alcos 62 and 63, the two remaining of G&W's three ex-Erie Lackawanna C424's rebuilt by GE at Hornell, N.Y., and used by D&H until G&W recalled them. On July 20, the night before R&S began, these five units ran from G&W's shop at Retsof up the B&O, arriving at Brooks Avenue Yard in Rochester at 10:30 p.m.

Earlier in the day, B&O had pulled out of Rochester as RS-97 (Rochester-Salamanca) departed behind a sandwich of a GP35 and GP40 between two GP30's, 6916/3554/4143/3020. At midnight, two of the P&LE's with the first R&S crew began to make up the next southbound, dubbed RS-1 (R&S is for Rochester & Southern—the northbound is RS-2, not SR-2). Later in the morning the crew, car knockers, and managers posed in front of the first RS-1's power: 63/1585/62 (sorry, G&W couldn't provide an Alco RS1 for it). At 1:22 p.m., this trio left Brooks Avenue with 54 cars and a former B&O wagon-top caboose—the R&S was off and running.

Arrival of R&S's GP40's extended from July 22, when 104 and 105—still in Conrail blue, with the name painted out—took RS-2 north, until the end of September, when 101 arrived in orange. Nos. 101, 103, and 106 were painted at Silvis, Nos. 102, 104, and 105 at Retsof; the latter is the only unit named.

Rochester has not seen the last of B&O/Chessie/CSX power, however, as R&S handles contracted delivery of unit coal trains for

Eastman Kodak with a variety of CSX family diesels running through from Salamanca. On several occasions, R&S units off RS-1 have combined with CSX units to move the coal and merchandise as one 10,000- to 13,000-ton train, no easy feat over R&S's hill-and-dale topography (1.38 per cent ruling grade).

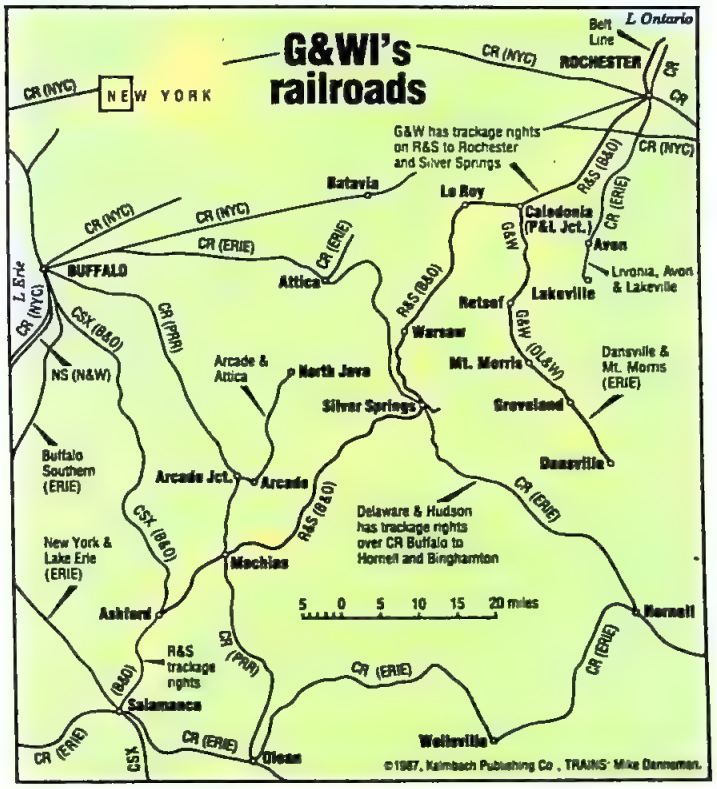
Yard power at Rochester fluctuated between leased G&W power (SW1500 47 and S2 35) and an excess GP40 until R&S management signed with a group of investors, LV 211 Associates, to lease their namesake RS3M, last in service as Conrail 9920. The group had bought the unit not only to preserve a Lehigh Valley diesel but because it's a rare "hammerhead" (Western Maryland and C&NW—a six-motor version—also had them). When built as Pennsylvania RS3 8445 in December 1952, the Alco had dynamic brake and steam generator, both housed in the rear (short end) hood, which thus had to be higher than normal. The unit served Pennsy in the Keating Summit-Renovo (Pa.) area as a helper engine and backup passenger unit, then went to Penn Central-controlled LV in 1972. It was re-engined by Conrail with an EMD E8 block in Altoona at the end of the "DeWitt program," which PC began at DeWitt, N.Y., in the early 1970's. Temporarily touched up in CR blue, 211 left retirement to work for its fifth railroad on October 20, 1986. Eventually, 211 will be donated to the Rochester Chapter of the National Railway Historical Society and repainted in its first LV color, Tuscan red, with the flag emblem.

The two scheduled R&S road trains, RS-1 and RS-2, are supported by two Brooks Avenue yard jobs, BY-1 during the day and BY-2 in the evening, plus an occasional traveling switcher, MP-1 (multi-purpose). Also working out of Brooks Avenue, MP-1 does local work south of Rochester and goes off on the Silver Springs Branch (remnant of B&O's Perry Branch) to switch the Morton Salt plant, allowing the road trains a better over-the-road time. As track condition is improved, R&S hopes to institute a daily Salamanca round trip. All trains operate with three-man crews.

Genesee & Wyoming still runs on R&S under the rights established with B&O. G&W's Saltshaker, the Conrail connection made up mostly of salt-laden 100-ton hoppers northbound and empties

TEMPORARILY touched up in CR blue, LV hammerhead helps out.

OFFICE at Brooks Avenue Yard is operating headquarters for R&S.



southbound, runs five or six days a week from P&L Junction to Rochester. G&W's Silver Springs Job runs south from P&L Junction with salt for D&H interchange at Silver Springs.

R&S operations are managed by Jack Conser, who brings with him a long line of family and personal railroad experience. Formerly superintendent, transportation/operations for G&W, he earlier had worked on Providence & Worcester, Penn Central, New York Central, and Reading. He oversees R&S from a lofty office in the classic B&O yard tower/depot building at Brooks Avenue, which also houses a conference room, computer room, clerical offices, sales office, crew quarters, and R&S's dispatcher's room. In this latter, bay-windowed office, which has the system map painted on a wall, the operations managers handle train dispatching, crew-calling, and yardmaster duties. Train movements are governed by train orders patterned after the prior B&O system, but a form of verbal block, or direct traffic, control is being evaluated. R&S has installed an intricate radio system with tone-activated repeaters on-line at Caledonia (P&L Junction), Warsaw, and Machias. Trains and operations managers can be heard on the 160.770 frequency.

General Manager Conser and his staff now provide service to customers who had grown accustomed to waiting. Traffic is up 20 per cent from B&O days; a tie replacement and track resurfacing program is planned; and R&S is seeking to add interchanges with New York & Lake Erie at East Salamanca and D&H at Silver Springs (where sister G&W already does).

With the national trend toward megamergers, subsequent system retrenchment, and the resulting growth of regional or mid-size railroads, railroad history appears to be coming full circle, back to its turn-of-the-century structure of blue-chip main lines fed by smaller independent carriers. Like the businessmen who formed the Rochester & State Line in 1869 to run this same 100 miles of hill-and-dale railroad, G&WI management stands poised and ready to put a BR&P-size, service-oriented railroad in place once again. Who knows, with CSX actively pruning its system, we could soon see a Buffalo, Rochester & Pittsburgh re-emerge. I

DAVID J. MONTE VERDE, 40, a native of Dansville on the DL&W main, is a lifelong fan of DL&W and area connections. A contract negotiator for Eastman Kodak and partner in LV 211 Associates, he lives in Scottsville (on the R&S) with wife Bee and sons Charlie and Philip.

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Gone fishin'

FOR two weeks during May 1985, General Motors' colorful SD60 demonstrators 1 and 4 were on the Soo Line. Rumor had it that they were going to be on Chicago-Minneapolis train 943 on May 25. It would still be dark as they passed through Sussex, Wis., the nearest location of the Soo main to my home. My plan of attack was to catch up to 943 at North Fond du Lac, about 50 miles to the north, and follow him westbound.

If I ever wake up at 4:30 on a Saturday morning, it is either because a streak of lightning took down a tree in the neighborhood, or I planned to go fishin'. To chase SD60 demos I hadn't even seen yet would be much like fishin'—I could easily come home skunked, tired, out of gas, and not too talkative. At 4:35, the dreaded alarm buzzed its way through my pillow. Sleeping sure sounded good that morning—after all, it was still dark! At that point, I guessed it wouldn't hurt to drag myself out of bed and call for an information update—sort of like calling ahead to see how the fish are biting.

The call to the operator at "North Fondy" revealed that train 943 had a Milwaukee Road SD40-2, No. 195, in the lead, along with two Soo SD40-2's. Where were the demos? The op kindly told me they were to arrive on 940 at about 6 o'clock. Half asleep, I thanked him and headed back to bed. Almost asleep, I realized 940 was a *southbound* (timetable eastbound), and that he meant 6 a.m.! By then, it was 5:15. I had 45 minutes to wipe the sleep out of my eyes, pack the camera gear, and get to North Fond du Lac.

As I drove up to the yard leads by the office at North Fond du Lac, I watched the demos and two Soo units cut off the train and back to the shop area. They were going to add another unit to the consist. Besides Nos. 1 and 4, 940 would have 727, 4401, and 734, a GP35/GP38-2/GP40 combo totaling 15,100 horses on a train with 111 loads and 4 empties, weighing in at 12,743 tons. There would be no usual SD40-2 helper tag-

ging along today—it was going to be a show up Byron Hill!

After shooting him charging out of Fondy (below), I chased him up the hill in wonderful light, the kind that keeps the Kodachrome flowing. Beyond the crest of the hill (right) at Byron siding, 940 executed a running meet with local No. 17, and then the pace picked up. A shot at Lomira, and another at Slinger was as good as I could ask for. The photo of the train passing the Slinger depot turned out to be the last. I got stuck behind not one but two "hay wagons" (defined as a large, slow-moving vehicle that seems to always be in the way during train chases). I never saw 940 again.

Looking back now, I was pretty lucky that Saturday morning. Train 940 is long gone from the Soo main, moved over onto the former Milwaukee Road high iron from the Twin Cities to Chicago. The demos are shining the rails elsewhere in Conrail blue (as Nos. 6840 and 6842), and Byron Hill is a bit quieter. Sometimes it pays to wake up early to go fishin'.—MIKE DANNEMAN.

How Fairbanks-Morse

Market + engine = motive power

ROBERT ALDAG JR.

got into the locomotive business

I NEAR my hometown in Indiana there are trees—large trees—growing in the right of way where Hudsons of the New York Central used to turn up a cool 80. Had I not been through there many times, clocking the mileposts, I would make no attempt now to convince anyone that in that overgrown ravine there once ran a principal line of a major railroad.

Something akin to that feeling confronts me as I begin these reflections on the course of Fairbanks, Morse & Co.'s venture in the locomotive business—undertaken when Seaboard Air Line and Atlantic Coast Line were separate companies, when there was a Central of Georgia and a Wabash and a Chicago Great Western. Some 70 or so Class 1 railroads and belt lines were at the beginning of the revolution that would replace more than 40,000 steam locomotives with a little more than half that number of diesel-electrics. And it was a time when the fiefdoms of entrenched chief mechanical officers, which had spawned a fascinating variety of steam locomotives, were yet to be swept aside by the tidal wave of standardization that had to come.

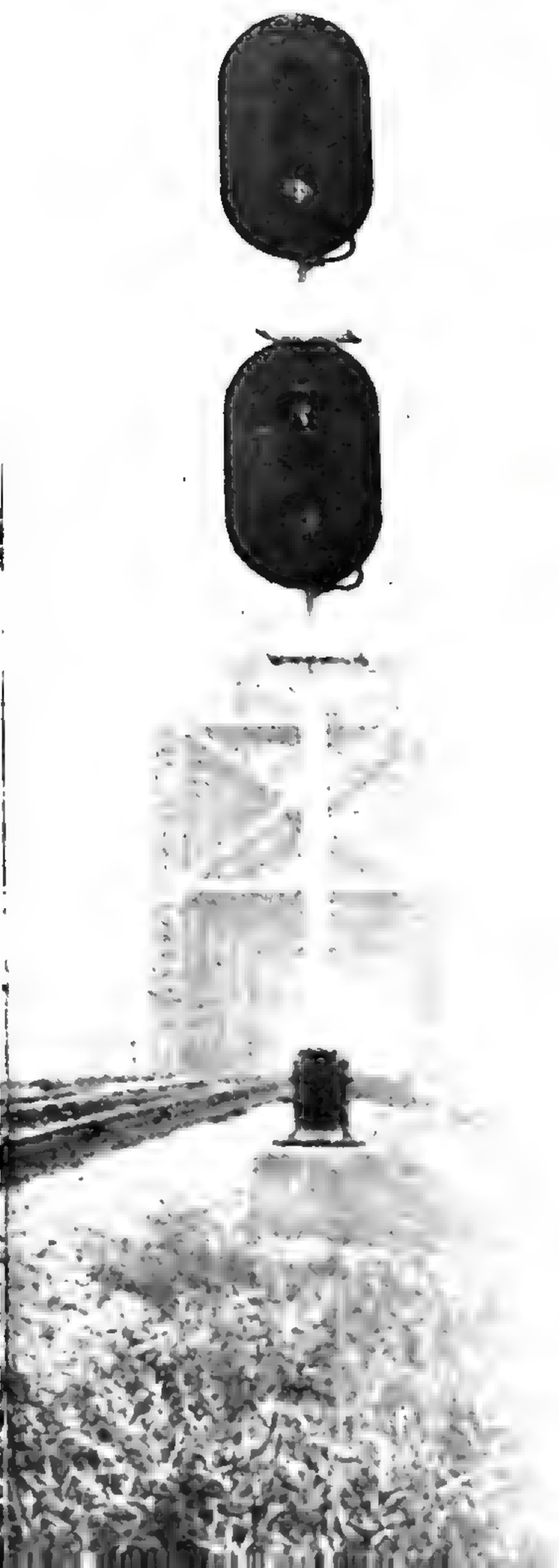
The celebrated nonstop dawn-to-dusk run of Burlington's *Pioneer Zephyr* from the Denver Union Station to the grounds of the Chicago Century of Progress Exposition had been history for only 10 years. Small fleets of diesels had been pulling conventional passenger trains for 5 or 6 years. And it was less than 4 years from the time of demonstration runs of the first four Electro-Motive FT 1350 h.p. freight units in mainline service. But by then, railroad managers and other astute observers had seen enough. The debate was over. The motive power of the American railroads would be diesel-electric. Electro-Motive was sure of it. And Fairbanks, Morse & Co. was sure of it too.

Six railcars had been built by the St. Louis Car Co. in 1939 for the Southern Railway using FM opposed-piston diesel engines. After that, the entire production of that engine was taken by the Navy to build up the submarine fleet, as well as for other diesel-powered boats. So in 1943, as the War Production Board began to ease material allocations and while EMD was booking orders for FT's from Burlington and Denver & Rio Grande Western and others, Fairbanks, Morse & Co. was deciding to be in the diesel-electric locomotive business—to pick up where it had left off 4 years earlier.

When those first FT's hit the rails, I was at Purdue University majoring in railway mechanical engineering. The Erie Railroad hired three of us to enter a special apprentice program that year, so at the Hornell (N.Y.) backshops I found out firsthand what it took to overhaul and to erect steam locomotives. I swung the copper sledge for the Timken engineer who was checking the lateral clearances of the first main driving axle roller bearings on the Erie—a K-5, No. 2940 if I recall correctly. Before that first year was out, two of us had been attracted by the particular verve of the Burlington and had moved to Chicago. At the Q's motive power headquarters, I was assigned to diesel engine maintenance supervision, a base from which I was borrowed for a variety of things like the dynamometer car tests of the poppet-valve equipped O-5a 4-8-4, No. 5625, and for doing all of the calculations of train performance in preparing for the arrival of the Q's first fleet of FT's in 1944.

The invitations to the young representative of the Burlington Route to visit FM's Beloit (Wis.) plant during the spring of 1944, and to witness the debut of FM's first switcher in August of that year, were accepted with no thought that I would become a part of that venture. Yet in June 1946, I joined FM as a sales engineer and soon took up a post of leadership within the locomotive sales organization. From mid-1958 to the end of 1960, I was FM's fourth and last manager of its locomotive business.

In those very early contacts with FM, it was apparent that in 1943, despite EMD's enormous lead, two factors had convinced FM that it should ven-



H20-44'S 70 and 66 of Pittsburgh & West Virginia; collection of Jay Potter.

ture: the size of the market and the opposed-piston (OP) engine. The OP had earned an enviable reputation in those Navy boats. It had repeatedly delivered the overload performance needed at times in battle operations with such success that FM had received more than praise. Bonuses had been paid for performance, and that was heady wine. Moreover, the OP had the right power-to-weight ratio; its unique opposed-piston principle was a hair more efficient than that of conventional two-cycle diesels; its rpm range was practical for state-of-the-art traction generators; and its slim, in-line profile was a nice fit in rail vehicles that would meet U.S. railroad clearance restrictions. It seemed a cinch that this engine, proved in the crucible of war, would perform well and would win broad acceptance on the railroads.

In a later context, we will take a closer look at those assumptions. It is sufficient to say now that in those days FM was looking at the fact that it did not have an integral organization dedicated to the locomotive product, that it did not have production drawings from which to build a locomotive, and that it did not have a shop in which to build them. If FM was to go, it had to fill those gaps—now!

The obvious starting point was the 1000 h.p. switcher. Those maids of all terminal work were in first demand to clear away the smoke pall over cities and to realize the enormous economies relative to steam switcher operation. FM utilized General Steel Castings' cast-steel underframe that had been standard on Baldwin switchers, modifying it only slightly for fitting the OP engine. FM applied Westinghouse electricals similar to those used by Baldwin, which meant that the GSC four-wheel truck frames which were suitable for Westinghouse Model 362 traction motors (long a BLW standard) were immediately available to FM with almost no change. Thus a tight little group of engineers, drawn from FM's several engineering departments at Beloit, assisted by an outside consultant and directed in styling by Raymond Loewy, put together FM's first diesel-electric locomotive of this new era. Before a crowd of railroad executives, industry notables (such as R. M. Dilworth, Chief Engineer of Electro-Motive), and sundry others, FM rolled out Milwaukee Road No. 1802 on a sultry day in August 1944. Rolled it out of the opposed-piston engine manufacturing shop, that is. There was no locomotive shop then, there was no production line, and no road locomotive design. Although FM would eventually have all of that at Beloit, it could not wait for the build-up of facilities and organization if it was to be ready with the big power in time. In consequence, FM had already launched its search for a working arrangement with an established locomotive builder—and had found one.

THE ERIE-BUILTS

Look around the country for the possibilities, and you come up with General Electric every time. GE had built the traction equipment for most, if not all, of the early streamliners. It had been the principal supplier of electric transmissions to Electro-Motive until EMD began to manufacture its own. GE had been, and would be, the sole supplier of electricals to the American Locomotive Company. GE had built the majority of the straight electrics of the modern era, and it had an underutilized locomotive erection shop and test track facility.

Perhaps most important was GE's apparent interest in putting the Erie Works into the mainstream of the coming locomotive business without competing directly with Alco. As subcontractor to FM, GE could do just that. And so it was that FM acquired, virtually with the stroke of a pen, the means to design and build mainline road locomotives. FM was in the game!

It was a game already in high gear. Coming out of the war, the railroads would have a desperate need for the economy and the superior performance of the diesel-electrics. The speed at which the builders could deliver locomotives and the availability of ways to borrow the money to pay for them would be the primary measures of how quickly dieselization would occur. EMD had set the pattern: a very few standard models produced by a masterful blending of shop layout and the methods of the automobile industry. There was no question about following that pattern. The question was, "What to build?"

Locomotives of 6000 h.p. were expected to command the cream of the business on the major railroads. Although still in production on four-unit, 5400 h.p. FT's, EMD had the "Gray Goose," first of the four-unit, 6000 h.p. F3's, in the works and would soon be demonstrating it. Alco had announced its new Model 244 engine and would build four-unit, 6000 h.p. freight locomotives and three-unit, 6000 h.p. passenger locomotives. FM decided to build a three-unit, 6000 h.p. locomotive suitable for both freight and passenger service, a decision that was a harbinger of the Train Master. FM opted in 1944 to go for what it intended would be the universal locomotive in a single design.

Into that decision one can read, also, the potential cost saving foreseen in building three instead of four units to produce a 6000 h.p. locomotive. To implement that decision, FM and GE

FM.

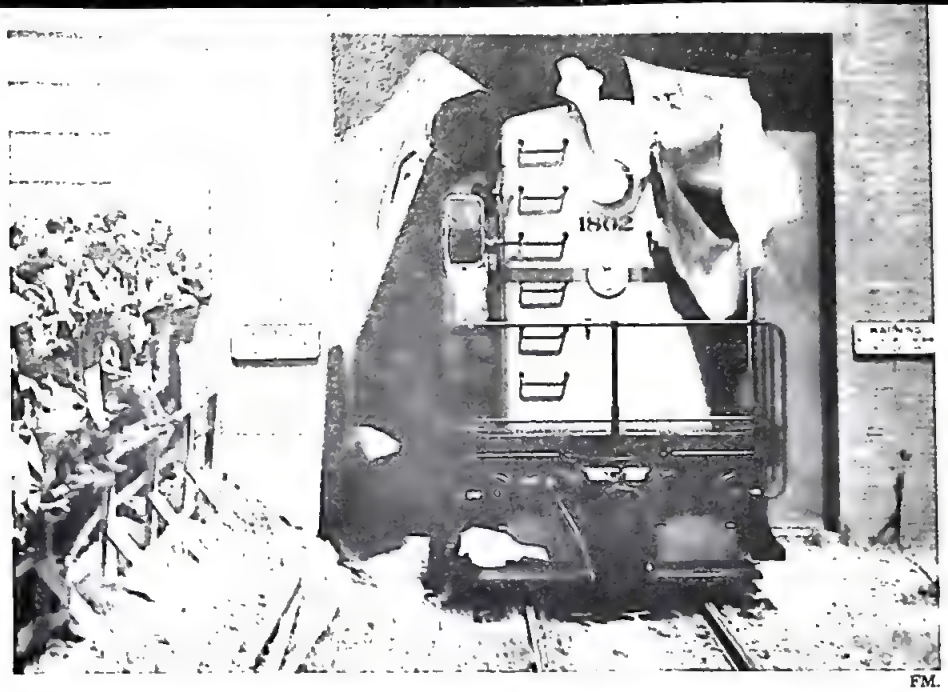
PRESIDENT R. H. Morse Jr. of Fairbanks-Morse (seated) with diesel locomotive manager John W. Barriger III.

took a deliberate step into the future: the Erie-built was the first diesel-electric freight locomotive to distribute its power at the rate of 500 h.p. per driving axle. Students of the second and third generation of diesel-electrics have seen that benchmark passed long ago, but in the mid-1940's it was a daring move.

The transformation of how the U.S. railroads would move their trains had two aspects. The change in how the energy of fossil fuel would be converted into useful mechanical energy is what is commonly referred to as "dieselization," a term that has come to imply the whole story. But there was another

James G. LaVake.

***CRACKER* motor train of Southern Railway incorporated a 5-cylinder FM OP 8×10 engine in its 2-A1A power car.**



FM.

BURSTING through bunting at Beloit in August 1944: Milwaukee Road H10-44 1802.

profound change: the change in how useful mechanical energy is transmitted into the tractive force that moves trains. That change was and is electrification. The superior train performance when using series-wound direct-current traction motors to turn the driving wheels of a locomotive had been understood for years. It just had not been available. Diesel-electrification made it available everywhere. But, unlike the straight electrics, which could draw extra power from the distribution system for acceleration, the diesel-electric was limited to its engine rating. The engine rating, then, quickly became the common way to define the size of a locomotive, a usage which tended to obscure such fundamentals as the tractive force that the d.c. traction motors could sustain continuously without overheating and the amount of power that could be transmitted to the wheel-rail contact points of each driving axle.

The transmission of 500 engine horsepower per driving axle drew attention, in effect, to these Erie-built freight units as electric locomotives. To back up that rating, the Eries were equipped with the largest traction motors in the business, the GE 746 which had been designed originally for the big electrics of the Great Northern and the Virginian. GE had conservatively rated 12 of these motors on the three-unit locomotive as roughly equal to, or a bit higher than, the rating set by EMD on 16 motors of the four-unit F3's. The motors could do it, of course, but how about the wheels?

The friction force between wheels and rails required by the Erie-built at its continuous motor rating was about 18 to 19 per cent of its weight on drivers. The corresponding figure for the EMD's, rated at 375 h.p. per axle, was in the range of 14 to 15 per cent. Both of these ratios were well within the limits of the natural friction force between steel wheels and clean, dry steel rails, but the Eries obviously had less margin against slipping under adverse conditions, a point that was not lost on FM's competitors.

Proponents of moving up the scale in power per axle had a point. They were convinced that the future in transportation would belong to those who moved trains on faster schedules, a concept that precluded the dragging of heavy trains up long ruling grades at speeds of 14 or 15 mph, the speed at which the EMD's developed their continuous tractive effort. They thought that trains would, or should, be moved over such grades at speeds that would require far more power in the locomotive per ton of train, thus making practical the higher h.p.-per-axle locomotives. Those who held a different view noted that the diesel-electric had an inherent reserve tractive force capacity in its many driving axles which could eliminate costly helper service and enhance the reliability of train operations under adverse circumstances. Both arguments were valid. FM and GE were convinced that they were not giving away too much of the traction argument advantage in using the 12-axle drive for 6000 h.p.

But why not keep the required friction ratio low by increasing the weight per axle in proportion to the increase in power? Here the locomotive designer encounters the civil engineer, whose bridges and track structure limit both total weight and individual axle loads. Given the state of the metallurgy of wrought steel wheels and the rails of that period, the limits set by railroad engineering departments fell roughly between 60,000 and 65,000 pounds per axle for locomotives which had 40-inch or 42-inch wheels. These were ratings for the top main lines; ratings for secondary lines would be somewhat less. So, the Erie-built's A1A-A1A running gear was found to be the best option. The units would be too heavy for the four axles of a B-B wheel arrangement, so there would have to be six axles. By selecting the GE 746 motor and fitting

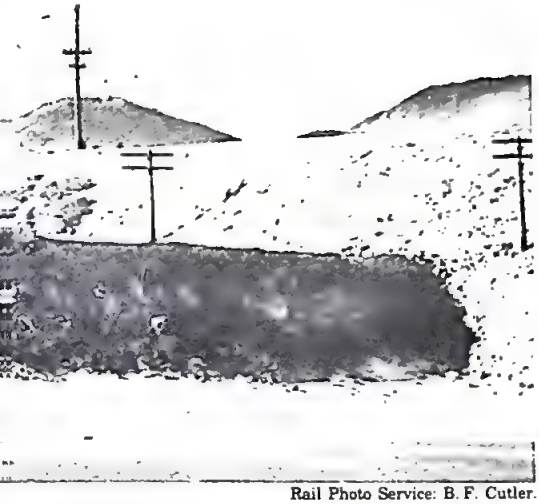
TRAINS: Wallace W. Abbey.

SWITCHER 1827 and the Schiltz structures have vanished from Milwaukee scene.

A-B-A ERIE-BUILTS lead Milwaukee Road's *Olympian Hiawatha* near Butte, Mont., in a better season for builder and railroad.

Robert Hale.

DRUMMING through Cajon near Summit, Calif., Santa Fe's lonely No. 90 trio is momentarily entrusted with the system's *Chief*.



Rail Photo Service: B. F. Cutler.

four of them into the A1A-A1A arrangement, FM and GE retained the relative simplicity of the main power circuits of a four-motor transmission and avoided the higher cost of a six-motor drive. Those two idler axles were the low-cost alternative. The designers weren't unloading needed weight from the drivers; they were simply providing enough axles to carry the total weight. And they were correct in doing so; the Eries all tended to weigh in on the heavy side of specifications.

While the engineers at Erie were completing the design, Union Pacific bought the first three. It was a question of power. In the final years of steam, the 840-class 4-8-4's and the Big Boy 4-8+8-4's had been supreme expressions of UP's quest for power to move its trains fast over the great distances of the Overland Route. UP liked everything about the Erie-built. UP knew how 6000 h.p. would perform, and those big traction motors were just the sort of thing it was looking for. UP ordered both dynamic braking and train heating steam generators, which pointed out the adaptability these units had for both heavy passenger and selected high-speed freight service. The UP was big enough—the quintessential railroad to be the first to try the Erie-builts, and UP knew it. Furthermore, UP's people wanted a look at that Navy engine. And FM's game plan arrived at its first plateau when those first three UP's rolled out to Omaha in December 1945.

It was a fair start. Then came a couple of blows. FM's Beloit plant went out on a strike of such duration and severity that all locomotive production was interrrupted for about 9 months. On top of that, the OP engine, never before exposed to the rigors of the High Plains and the Great Basin, was in serious trouble on the UP. The UP people were not pleased. It took more than a year to get a repeat order (for two units)—just in time to paint them for display at the 1947 Atlantic City convention of the Association of American Railroads. Subsequently, UP bought 8 more, making a total roster of 13 units.

Thirteen units. Hardly a big score on a railroad like the UP, but those last 10 were a real accomplishment. To overcome the sales resistance fallout from the engine problems of early 1946, FM had to find the senior officers who would both listen to the facts about engine-problem solutions that had been accomplished and use their authority to give FM an order. Persuading those individuals to give us their vote of confidence amid the countervailing forces and the changing strategies of that great railroad in those days was a *tour de force* matched in the FM locomotive saga perhaps not more than two or three times. Details? Let's just say that it wasn't easy!

The Milwaukee Road gave FM its first substantial order. It was no tentative decision when Milwaukee bought five 6000 h.p. passenger Eries for its new *Olympian Hiawatha* trains. The road was at the beginning of dieselization and was moving to build on the success of the famous *Hiawatha* trains by extending such modern service over its long reach to Puget Sound. The Eries had the power to make the schedule, the traction-motor capacity to take the Rockies and the Cascades in stride, and dynamic braking to provide train operation on long descending grades similar to the regenerative braking of the old straight electrics used on the original *Olympian*. Milwaukee knew the reputation of the OP engine and was well satisfied with its 1000 h.p. FM switchers. Then too, there was a certain appropriateness about having locomotives from an on-line builder pulling the new trains.

But it was not until 1947 that the Erie-built found the market for which it had been created. Pennsylvania Railroad's order for 16 6000 h.p. A-B-A freight locomotives was the largest single order ever booked by Fairbanks-Morse for locomotives. Pennsy, then well known for its reluctance to give up on coal as its primary source of energy, finally bit the bullet of all-out dieselization in late 1946. So Pennsy immediately became FM's, and possibly everyone's, largest customer. To get an order, the builders had to submit sealed bids, which were opened publicly according to provisions of a Federal law which applied to companies like the Pennsylvania Railroad, whose Board of Directors included directors of other major companies such as General Motors and General Electric. In the circumstances of such open bidding, the Pennsy's big order for the Erie-builts gave Fairbanks, Morse & Co. a status of acceptance in the locomotive business that was unmatched by any other event.

Without doubt there were many factors that went into that award to FM. Among them would be the pent-up demand to replace the 4000-plus steam locomotives the Pennsylvania had, particularly the mainline power which was still principally aging K4 Pacifics and M1a Mountains. By any index—power, weight on drivers, traction-motor capacity—the Erie-built 6000 h.p. freighter was a big step ahead of anything the Pennsy had west of Harrisburg, including the J1 2-10-4's and the Q2 4-4-6-4 duplex-drives. A substantial part of the GG1 fleet had been built at Erie, so there was a built-in high level of confidence in the organization there that had designed, and would build, the new FM's. Pennsy liked the three-unit concept and knew what that big traction motor meant to it. Or so we learned after the order was placed. I recall the sheer anxiety of the days before the order; afterward, working with the Pennsy was a pleasure.

Surprisingly, the Erie-built fit the plans of a smaller railroad, the Kansas City Southern and its affiliated Louisiana & Arkansas. Seeking the highest possible flow of traffic over its single-track line, KCS back in the 1930's had begun running a few very long trains each day with big 2-10-4's and, later, with four-unit EMD's. By 1946 the railroad had spotted a problem: as it attracted traffic, it needed to run its trains faster and deliver the carloadings on competitive schedules. So, when the FM salesman came to call, KCS was ready with questions about the feasibility of a four-unit, 8000 h.p. locomotive. FM's application engineering department spent weeks on analysis and in preparation of detailed charts which were reviewed with KCS to be sure that all the pros and cons had been considered. The consensus was favorable, and KCS ordered an A-B-B-A, 8000 h.p. Erie-built.

In those days big trains had big amounts of slack in the coupler-drawbar assembly. Freight-car draft gears were mostly spring and wedge affairs with minimal cushioning effect; the cushioned underframe was in the future. The long KCS trains would span numerous "hog backs" (sharp changes from upgrade to downgrade and vice versa) simultaneously at many locations, resulting in uncontrolled slack run-ins and run-outs. At the somewhat higher speeds produced by the 8000 h.p. locomotive, these big slack run impacts took on a new dimension. Too many broken drawbars were showing up on

Robert Hale.

SIGHT for sore FM eyes: Union Pacific H15-44 D.S. 1341 assists Erie-builts of the *Los Angeles Limited* through Cajon Pass in 1950.

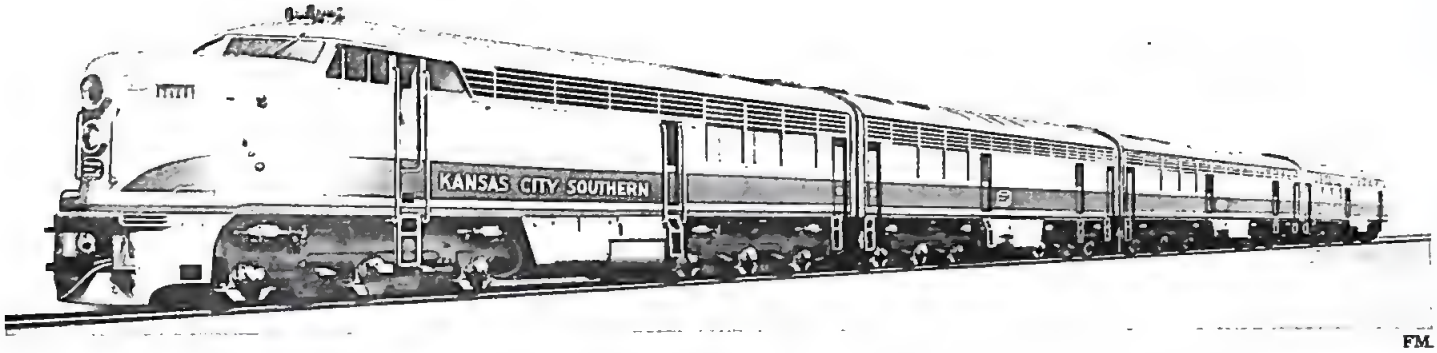
the train delay report each morning, and KCS had to give up, buying only five more Erie units to round out three 6000 h.p. locomotives.

During 1945, Santa Fe followed UP in buying one A-B-A 6000 h.p. passenger locomotive to try out on the Chicago-Los Angeles main line, to be numbered 90. The timing of the order put the units in the production schedule after the 15 Milwaukee units, a circumstance which together with the FM Beloit plant strike put their delivery in May 1947. By the time No. 90 arrived at Barstow to take up its work on the regular passenger roster, Santa Fe had developed a finely tuned, well equipped maintenance facility geared to EMD and Alco power, and the 90 was odd man out from the word go. Add to that a fundamental problem posed by the OP which I'll describe later, plus Santa Fe's evaluation of the early problems on the UP units operating in that region, and it is clear that for mainline power, FM was on a dead-end street with the Santa Fe.

The Erie-built may have been on its way to a success story on the New York Central, but we will never know. Central bought two freight A's, and a year later, six freight units and six passenger units. That second order might have been larger had there been anything to sell. As it was, 9 of those 12 just made it, because they were an addition to the original contract for 102 units, an addition agreed to after some tough, prolonged negotiations between FM and GE.

What went wrong? Cost. Building the Erie units had proved far more costly than either company had expected. The FM strike in 1946 had nearly wiped out production at Erie while overhead costs continued—just one of many factors. Conceived as producing a steady flow of four units a month, the Erie program didn't approach that until sometime in 1947. Even then, the costs were such that there was no justification for continuing without a radical change in either cost, or price, or both. Neither company could find a solution; so, with 46 sold for passenger service and 65 for freight, the Erie program ended.

Would it have made sense for FM to just take the drawings to Beloit and continue to build and sell these locomotives? Probably not. The Erie was just plain too expensive. It could not be built at a cost that would generate a profit at competitive selling prices—in fact, quite the opposite. It wasn't a matter of production technique or lack of facilities or good productivity in the shop. It was the cost of the things that went together to make that locomotive what it was. Item: the GE 746 traction motor—far heavier and somewhat more costly than the GE 752 used by Alco. It is a reasonable conjecture that FM would have been as well off with the GE 752; certainly Alco was having no trouble getting orders. The GE 746 may have been FM's only option due to other commercial factors; the fact remains that it was expensive. Item: a complete secondary direct-current power system for the radiator fan and traction-motor-blower motors. FM was doing that on all models in the 1940's but abandoned it for more cost-effective alternating-current systems during the 1950's. Item: the dual cooling system in which one part circulated water to cool the cylinder liner jackets in the OP and another part circulated cooling water to a heat exchanger which, in turn, cooled the lu-



FM

TOUTED by FM as "The Largest Ever Built," 8000 h.p. Erie-built of Kansas City Southern left a trail of broken drawbars in the Ozarks, but NYC's Boston & Albany managed to work a duplicate set through the Berkshires, as attest westbound 5003-5101-5100-5002 team approaching summit at Washington, Mass., in 1950.

John P. Ahrens

bricating oil. This was Navy practice. All later models had just one system for both functions. The higher cost of the dual cooling system yielded no real benefit.

Those are just three examples of costly "nice-to-have" features that were in the Erie-built specifications. But that wasn't all. GE ran into trouble on the procurement side as well, especially in regard to the cast steel truck frames and bolsters. Foundry people viewed the truck as being a new design; at the least, it was sufficiently different from the Alco six-wheel truck for them to make such a case. There were new foundry patterns to be paid for, with the result that the cost of the castings was well above GE's budget. GE moved to develop a second source of supply—after all, EMD had done that very thing by bringing in another foundry to compete for its truck castings business. But GE elected to accomplish this proven business tactic by designing an all-welded truck that could be fabricated right there at the Erie Works. It was a clean, sound textbook solution, but it didn't work. Only UP, KCS, and NYC accepted a limited number of the welded trucks. The costs of engineering time to design it, of the special jigs and fixtures in the shop, and of carrying the additional inventory of two optional truck designs all had to be absorbed in the selling price of those few units. Meanwhile, there was no relief in the prices charged for the cast steel frames which most of FM's customers wanted. It was a double penalty.

In retrospect, it seems clear that the primary function of the Erie-built locomotive program, from the builder's point of view, was that it put FM in the business. The seeds of the Erie's demise were sown at the beginning, but the Erie-builts bought the time that FM needed to get under way at Beloit.

THE EARLY HOODS

The roll-out of the first three UP's at Erie in 1945 also marked the end of the era of introduction and promotion for which John W. Barriger III had been so ably suited as the first manager of FM's locomotive division. He had sold 21 Erie-builts and 18 switchers. As Barriger left FM in spring 1946 to become president of the newly reorganized Chicago, Indianapolis & Louisville Railroad (the Monon), V. H. Peterson moved in to put together the FM sales and service organization that prevailed to the end of our story. Under Peterson's leadership, Jack Weiffenbach formed the engineering group to design the C-Line, the successor to the Erie-built locomotives.

When "Pete" came on board, FM was already facing the consequences of being the newest builder and of having stubbed its toe on the UP. There was no way FM could compete head to head with EMD's production juggernaut at La Grange. But Pete found, among other assets, that FM's small locomotive engineering group at Beloit had had the foresight to understand that. They had not been convinced that FM would become a second EMD through the Erie locomotive program, and they had laid out designs of two locomotives which they thought could be sold into several niches in the vast locomotive market—locomotives which could be built at Beloit with minimum investment in new manufacturing facilities.

In their view, big-carbody A and B units were not cost-effective when it came down to moving trains, and they

foresaw the dominance of the hood type locomotive in road freight service. They argued that FM needed a strictly utilitarian, plain Jane freight unit which could be built readily in the small locomotive erection building soon to be opened at Beloit. Authority was given to proceed, and they came up with two locomotives: a 1500 h.p., four-axle road-switcher for both freight and passenger work, and a 2000 h.p., four-axle hood type that looked very much like an overgrown yard switcher.

The one that caught the eye immediately was that 2000 h.p. unit, in later years known as the H20-44. When the prototype came out of the shop in its garish red-orange paint with white pinstripes, heading for the 1947 AAR show at Atlantic City, it was definitely FM's bid to be first in producing the motive-power type that would dominate the scene when the day of the streamliner was over. It was the very first single-engine diesel-electric hood type freight locomotive in the U.S. with a B-B wheel arrangement to be rated at 2000 h.p., and it was on the rails about 14 years before such units were produced by EMD and GE for dieseldom's second generation.

At the Atlantic City show, reading left to right, we had the new 1500 h.p. road-switcher in bright green, the back-to-back canary-yellow A units for Union Pacific, and the red-orange 2000 h.p. unit which by that time had been given a name—the Heavy Duty. Although the big yellow UP's were the centerpiece of the entire rolling-stock exhibit, the Heavy Duty got the play. Union Pacific bought it right off the showroom floor and followed up with an order for 10 more. UP wanted them for helper service over Cajon Pass and on eastward from Barstow up to Kelso, Calif. It was an ideal spot for plain, simple power packaged at 2000 h.p. per copy.

Coming out of the Atlantic City show, the Heavy Duty made two clean sweeps in becoming the sole road motive power for both the Pittsburgh & West Virginia and the Akron, Canton & Youngstown. Over a period of several years, P&WV bought 22 of them, pairing them up as 4000 h.p. locomotives. The smaller AC&Y needed only six to replace its roster of light Mikado steam locomotives in its connecting service across the middle tier of Ohio.

But acceptance of the Heavy Duty was spotty. Despite a notable demonstration on Indiana Harbor Belt witnessed by representatives of nearly all the western roads headquartered in Chicago, none of them translated what they had observed into serious consideration of how the Heavy Duty might fit into their train service needs. But IHB and one of its owners, NYC, were impressed, and the Central purchased 19 of them for the Harbor. Thus did FM's H20-44 begin its work right in EMD's back yard!

The Pennsylvania Railroad had observed the IHB demonstration, and the Pennsy had also seen something of how the units were working out on the P&WV. PRR had plenty of jobs for units like that, and so placed an initial order for 12, followed within a year by a big repeat order for 26. That was FM's third largest single order for locomotives, and, like the big order for Erie-builts in 1947, it was the order for which FM's locomotive shop at Beloit reached its highest level of productivity.

But then, when just 96 units had been sold, acceptance and demand for the H20-44 ended. To understand what flawed the acceptance of this first 2000 h.p. road-switcher, it is instructive to look at both the hardware and the market. The utility and adaptability of a single locomotive that can operate with either end forward was hardly a new concept. Straight electrics had all been built that way, and there had been a few steam-locomotive adaptations to get that quick turnaround feature, such as the 4-6-4T's for Boston & Albany's commuter trains in Boston. As diesel-electric road-switchers came into the picture, the high availability and the ease of turning such units were perceived to be essential for getting maximum economic benefits out of the new locomotives.

Nor was there anything new about a road locomotive having switchmen's footboards for the use of the brakemen when doing switching moves incidental to freight operations. Thousands of road freight steam locomotives had been fitted with such footboards, including the Pennsy M1a and NYC L-2 4-8-2's. FM, Alco, and Baldwin had rightly perceived the broad utility of that feature of road freight diesel power. The term "road-switcher" may have been a demeaning misnomer. The hood types we are talking about here were, and are, road locomotives which happen to have the added convenience of the full-width footboard.

Possibly because of the reluctance of the railroads to buy the hood types in 1946-1947, EMD introduced its BL1 and BL2 units (BL for branch line, as I recall) which were modified A units having cab visibility in both directions. The complexity of the framework and of the exterior sheathing of the BL's looked expensive, and there were obvious compromises with good access to the engine for maintenance. The BL's were possibly the one instance in which EMD misread the market. In a couple of years, EMD had given up on the BL2, quickly joining and taking the lead in the hood parade with the GP7.

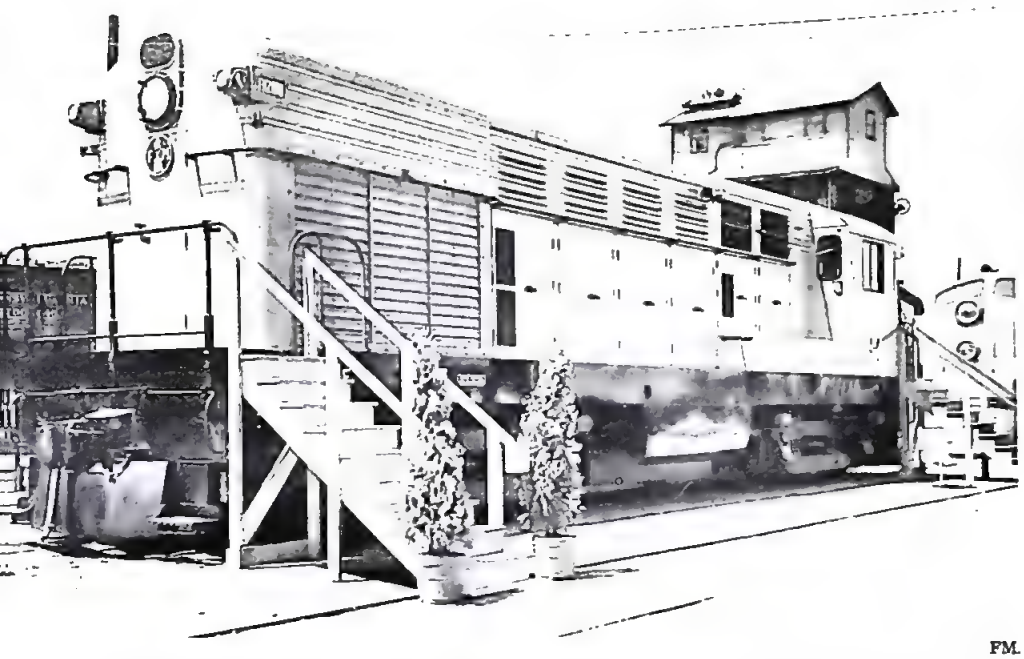
As the market for carbody units approached saturation, and when EMD introduced the GP7, the hood type's all-around utility became the dominant consideration in selecting new motive power. In that circumstance, the H20-44 ought to have been a winner. That the opposite was true, however, apparently stemmed from the fact that the unit had no dynamic braking and no short hood for train-heating equipment (or for the illusory concept that the short hood was protection for the crew). And of course, 2000 h.p. had a slightly higher pricetag than did 1500 h.p., all else being equal. The stripped down basics of the H20-44's design had made it the best buy around in terms of dollars per horsepower, but the missing short hood and the rating of 500 h.p. per axle, both out of step with the accepted norms of those years, made the model difficult to sell. The phasing out of that unit was simply a response to the trend of the times.

It is very hard to fault FM as having misread the market for the basic concept of the H20. What the builder misread were matters of detail which foreclosed the future of this lively unit just at the time when it might have become the one to beat. The success some years later of EMD's 2000 h.p. GP20 and then GE's 2500 h.p. U25B surely bears that out.

Back in 1946-1947, when railroadmen were still slow to realize the broad appropriateness of the hood type locomotive, FM found very few takers for its 1500 h.p. road-switcher, which later became known as the H15-44. In 1947, FM delivered two, to Barriger's Monon, where they went into a general locomotive pool populated mainly by 1500 h.p. Alco RS2 hood units and EMD F3's and BL2's. In 1948, three H15's went to Denver & Rio Grande Western, five to Union Pacific, and two to Rock Island; Central of New Jersey took the 1947 demonstrator, making a total of only 11 that year.

Finding niches for the H15 was the name of the game, and we worked at it from a lot of angles. The two Rock Island units were a case in point. They were almost custom-built units, being FM's first to be built for fully double-ended operation; they had dual sets of throttle, reverse lever, and air brake valves so the engineman could be seated on the right-hand side facing forward no matter which way the locomotive was headed. For commuter trains, those units were equipped with multiple-unit controls and 24RL air-brake schedules with electro-pneumatic braking control capability—the most elaborately equipped units of that class ever to roll out of the Beloit factory.

They also held the dubious distinc-



FM.

RED-ORANGE "Heavy Duty" H20-44 was bought by UP at 1947 Atlantic City show.

Thomas J. Willson.

TWO H15-44's entered Rock Island suburban service over objections of the trustee.

tion of having been sold over the explicit objections of the customer—a contradiction that needs explanation. Rock Island was in receivership, and its corporate affairs were conducted under the authority of a court and two court-appointed trustees. The trustees disagreed about the appropriateness of buying diesels for commuter trains when the Rock Island was still struggling to find money to buy mainline power, new freight cars, and much else needed to modernize its primary business. The trustee, who would soon become the reorganized Rock Island's new president, was the one who was opposed to buying the FM locomotives, with the consequence that some of us found ourselves, by circumstance and certainly not by choice, in opposition to that trustee during the court hearings. When the court ruled in favor of buying the locomotives, we had an order . . . and a hostile customer.

STANDARDIZATION AND STARTING OVER

Following those early lean years, the 1500 h.p. and 1600 h.p. hoods became FM's second biggest seller. Only the popular yard switchers sold more units. In fact, the H15's and successor H16's were restrained as much by logjams in the production schedules as they were by FM's competitors. One of the reasons for those logjams was that FM did not—and perhaps, in all fairness, could not—copy EMD's formula for success: *i.e.*, building just a few models. The student of the evolution of the EMD F unit, from F3 through F9, for example, will notice that EMD model changes retained a great deal of interchangeability with earlier models. By contrast, the only type with which FM succeeded in following EMD's rulebook throughout its 19 years of building locomotives was the yard switcher. Although that type went through almost constant metamorphosis in round after round of cost-reduction revisions, the trucks and the traction motors of the first one built in 1944 could have been used on the last one built in 1961.

The first major change in what we now know as the H10-44 was to get rid of the cast steel bed frame and to put the fabrication of the frame in the home shop where it belonged. The second well-known move was to substitute FM-designed and built generators, traction motors, and D.C. auxiliaries for the Westinghouse equipment. The change was accomplished without loss of interchangeability with the Westinghouse equipment, and it put a very large chunk of manufacturing equity in the home plant at Beloit. Gradually the engineers and the shop lopped off styling details and "nice-to-have" but nonessential items, and all the while the H10-44 and H12-44 series kept the basic model identity. FM built 501 of these at Beloit and 30 of them in Canada—a classic example of how to build a standard locomotive model.

But with its road power, FM broke the rules. To begin with, the cut-off of the Erie program was disastrous. Just at the time when FM needed a smoothly functioning production line to back up its sales work, just when FM's competition was getting into full stride, FM was forced to:

- Close down a production line.
- Abandon its only carbody type locomotive design.
- Invest money and time in developing a new carbody type locomotive model.
- Build, man, and organize a large expansion of its locomotive shop at Beloit.

It was like dropping the baton in a relay—you never overtake the ones who kept on running!

FM's other good start in this regard had to be abandoned too. The use

FM.

ENGINE DROP on November 22, 1949, at Beloit for the 2400 h.p. B-A1A demo of Henry Schmidt's ingenious but ill-timed C-Line.

TRAINS collection.

STREAMLINED Pacific for India shared Canadian Locomotive shop at Kingston, Ont., with Canadian National CPA16-5 6705.

of common components in the H15-44 and H20-44 had been straight out of EMD's book—same trucks, same traction motors, same traction motor blowers and motors, same basic cooling system arrangement. Further, of course, all of the strictly railroad vehicle items such as air brakes, compressors, couplers, and draft gears were completely interchangeable between the two models. But there was very little in those models that met the design criteria set up by the Chicago based engineering group that would design the new carbody type locomotive. Whether such rejections may have been carried to unnecessarily extreme lengths I cannot say. The fact remains that the designers of the new locomotives began with the OP engines, the traction motors, a few of the accessories, the centerline, and a blank sheet of paper. It seems ironic that when Henry Schmidt laid down the basic concepts for consolidating seven carbody locomotive models into one basic design, thus implementing what FM so urgently needed, he found that he had to scrap almost everything that had been done up to that time.

Schmidt's objective was right on for FM's relative size in the market, but his approach had one flaw about which he could do nothing: It was late—about 5 years late, to put a number on it.

THE C-LINE

Henry's name for the locomotive he had crafted, "The Consolidation Line," became "C-Line" about 30 seconds after he suggested it. It was an outstanding design—a full 8 feet shorter than the Erie-built units, and yet housing a 12-cylinder OP engine, generator, dynamic braking, a 4500-pound-per-hour-capacity steam generator, and commensurate water and fuel tanks to give it adequate range. It could be any one of three horsepower ratings, and there would be three freight models and four passenger models. FM went out to sell the locomotive that could be exactly what the customer wanted.

The C-Line engineering group gave birth to a new four-wheel truck design that became the standard. The selection of FM-built A.C. electrical equipment for the radiator fans and traction-motor blower drives carried through in like form on all subsequent road locomotives, just one of the changes that required a complete redesign of the H16-44 in 1951. The new Westinghouse main generators were standard from then on until Westinghouse stopped making them, and much of the C-Line engine load regulation system and other controls and switch gear were used in the other models. Jack Weiffenbach's group had fulfilled their mandate—they had set up a family of standards in the FM locomotive line. But by the time FM had a clear shot at the production-line advantages of all this standardization, the market had crested. The bonanza had passed FM by.

J. J. Young Jr.

"WORKING with the Pennsy was a pleasure," says author, who sold these C-Lines.

That was in the U.S. In Canada, where the first diesel-electric road locomotives in North America had made a brief appearance on Canadian National in 1928, full-scale dieselization was just getting under way. General Motors was building a new locomotive factory at London, Ontario. Montreal Locomotive Works, drawing upon the Dominion Engineering Works to build Alco diesel engines and upon Canadian GE for electricals, would meet the GM challenge with Canadian-built Alcos. Canadian Locomotive Company at Kingston, Ont., linked to Baldwin by stock ownership, was going nowhere—until FM entered the picture with an offer in 1950

FM.

ALL locomotive assembly after 1946 took place at 40-acres-under-roof Beloit Works.

to buy Baldwin's interest. The deal was consummated in the spring of the year, roughly coinciding with the roll-out of the first C-Line locomotives at Beloit.

George Mueller came from Hamilton Diesel to take charge at Kingston. He quickly recruited key people from FM, notably Jack Weiffenbach, to head up the operations at CLC. Although a high content of the CLC units was imported from the U.S., the Canadian company fabricated the locomotive vehicle and engine crankcase and performed all assembly and testing, becoming almost as complete in scope as Beloit. Mueller forged ahead with tremendous drive, undeterred by a warning offered by C. P. Newman of Canadian Pacific in June 1950 that in all likelihood Canada could not support three locomotive builders. But George ran into the truth of that prophecy. To tide the company over a long dry spell, he brought in a big order from India for some classy 4-6-2 steam locomotives. CLC's 206 FM units looked like a fair showing in the circumstances, but may have been a trifle short of the numbers the directors had in mind when they voted to buy the Canadian company.

In the U.S. and Canada, a total of 165 C-Lines were sold. Of these, 120 were 1600 h.p. units—90 freight and 30 passenger. The Pennsy took 24 freight, NYC 12, and Milwaukee 18. The 66 in Canada were split almost evenly between freight (36) and passenger (30). CP bought 10 freight and 18 passenger, CN 26 freight and 12 passenger. The relatively good acceptance of the 1600 h.p. C-Line so late in the game invites the speculation of how well that unit would have sold had it been ready in 1945.

Forty-five of the higher powered C-Lines were sold: 15 2000 h.p. freight units to NYC to join the Eries on the Boston & Albany; 8 2000 h.p. passenger units to the Long Island; and 22 of the queen of the line, the CPA24-5 2400 h.p. passenger, divided 8 to NYC, 10 to New Haven, and 4 to Long Island.

Of seven possibilities, FM picked the 2400 h.p. passenger unit for demonstration, building two of them to begin operations in April 1950. It was the right choice. Its lower overall weight with somewhat higher weight on drivers made it the top performance passenger unit in the business, a point that FM successfully demonstrated on the roads that bought them.

NYC sent a CPA24-5 demonstrator out of Cincinnati on its *James Whitcomb Riley* to Chicago, and the streamliner came in on time. It was typical of the CP24's capability, and in that case, it showed that this hot little unit could match an NYC class J-1d Hudson type.

Yes, those handsome units could deliver a snappy performance. But unfortunately, it was too good to be true all of the time. There was a fundamental problem that showed up at high speed at times, and it occurred more than just once or twice when running with some of the big name trains of the New York Central. The CP24's experienced destructive electrical flashovers—something like having the main generator struck by lightning.

Evidently, in designing the No. 498 main generator which was used on both the 2000 h.p. and 2400 h.p. units, Westinghouse had based the design on the premise that the 2400 h.p. transmission would operate up to exceptionally high voltages—much higher than was common practice with EMD and GE electricals. When a C-Line unit had a wheel slip at high speed—not an uncommon thing to have happen on some stretches of the NYC main line in early morning hours of spring or fall when dew lies heavy on the rails—the resulting transient effects in the main power circuits upset the equilibrium in the main generator and caused the flashovers. It was a problem so basic that the CP24 could not be extracted from it without derating the units to skirt the trouble. And to the extent that that was done, to that same extent the CP24's faded from the scene of first-line power.

Long after that became apparent, the 1600 h.p. C-Lines continued to sell, especially in Canada. The numbers tell the story almost well enough, except that hidden in there somewhere was the amazing picture of the newcomer to the business, the one with the smallest business volume to support its venture, taking the risk of probing the future. It was a hallmark of Fairbanks, Morse & Co. in the locomotive business to try the untried: the Erie-built freights, the H20-44, the 2400 h.p. C-Lines. What would come next? ⅃

Scott Hartley.

NEXT MONTH

UNIQUE Train Master was a triumph, racy Speed Merchant a flop—but both were wedded to an OP engine whose maintenance strictures were curse of a minority builder. In April TRAINS, author Aldag explains how FM and the steam engine simultaneously departed railroading.

PHOTO SECTION

IN the fading light of sunset on October 2, 1982, signal indication for a southbound is high green as GP50's hustle Southern Railway TOFC hotshot 222 through Burke, Va., a Washington (D.C.) suburb, toward Alexandria in a Brian J. Cudahy photo.

ALASKA

PRECEDING PAGES: Until sold in late 1986 [page 13, February 1987 TRAINS], last E units in regular revenue intercity passenger service in North America were Alaska E9A's 2401 and 2402, third-hand through Amtrak from UP and Milwaukee. On May 1, 1984, ex-UP 2401 and F7B's 1503/1517 headed 9-car Anchorage-Fairbanks *Papal-Presidential Express* special, and Mark Hemphill made this fine pacing photo north of Wasilla. Only 175 rode $75 round trip to meeting of Pope John Paul II and President Reagan.

RIGHT: A *Park* car—one of the 18 dome-sleeper-lounge observation cars built by Budd for CP in 1954—still brings up the rear of VIA's *Canadian*, as on August 3, 1981, when train No. 1 was being bathed at Calgary for the trip into the Rockies.

BELOW: Sharing space for two months in early 1984 at North Carolina Transportation Museum at Spencer were two privately owned observation cars: Melco Labs' ex-Central of Georgia *Fort Benning* and museum's *Queen & Crescent*, Jackie Gleason's old car. On December 1, 1984, Melco's cars (this and ex-SAL companion *Fort Monmouth*) were gutted in a vandal fire in old UP station in Seattle.

Scott Muskopf.

Jim Wrinn.

Kurt R. Reisweber.

STRIPING of lead unit 8300 on Seaboard System freight south of Berea, Ky., June 21, 1985, on ex-L&N Cincinnati-Corbin line, harkens to Seaboard Air Line, and it may have been the last unit so painted, but 1966 SD40 was a loner, No. 10 of SAL's Gainesville Midland. For a time, it was 0010 [page 14, March 1984 TRAINS].

Paul Meyer.

LOADED Wisconsin Electric coal train rounds one of few curves on north end of old Illinois Central main, at Milepost 48 near Manteno, Ill., June 24, 1983. ICG test caboose is monitoring fuel-saving device on borrowed Kansas City Southern SD40-2's; ICG 6032 is one of four SD40-2's from 1975—the last diesels ICG bought new!

Steve Patterson

IF ONLY the Union Pacific guy had been going a bit faster! Imagine the anticipation on August 13, 1977, as the photographer positioned himself at this scenic Columbia River overlook near Moody, Ore.: Burlington Northern 139, an Inside Gateway freight bound for Bend, Klamath Falls, and a WP connection at Bieber, Calif., climbs out of the valley on the Oregon Trunk line behind a consist of fading first- and second-generation power, GP35/C424/F9A/GP30/GP-40. Across the river is the Wishram, Wash., yard, still active and full of cars. Then up the UP main line along the river comes an eastbound! *Get through that outcrop's shadow!* Just barely. Click.

NYO&W Scranton Division:

A busy bright spot on a railroad faced with eternal dark days

ROBERT R. MALINOSKI

THE YEAR 1932 was dominated by the Depression, and prices reflected the distressed economy that resulted from the October 1929 stock market crash. Coffee and sirloin steak sold for under 25 cents a pound; shoes cost less than $4; a 100-per-cent wool suit retailed for about $10; cigarettes were 15 cents a pack; a dime got a kid into a Saturday matinee; a Pontiac coupe cost $585; and gas was 18 cents a gallon. The first-class letter rate, surprisingly, was raised by 50 per cent, from 2 to 3 cents. A railroad worker's average annual earning was $1465. There were only about half as many of us in the U.S. as there are now, 125 million, but 15 million were unemployed.

Despite their depressed level of revenues, the railroads were still spending money for improvements to become more efficient. Line changes were made, new signaling installed, new products such as CTC and car retarders put in. Some new passenger services were introduced, with faster schedules and air-conditioned cars. Although new motive power was a rarity, Timken's "Four Aces," the 1930-built all-roller-bearing 4-8-4 No. 1111, was barnstorming the country and setting impressive records. By the end of 1932, though, rail roads reported traffic down 50 per cent from the 1929 peak.

Consider this list of major roads of the time, most of them Fallen Flags by now: ACL, B&O, C&NW, CNJ, D&H, DL&W, Erie, IC, LV, L&N, MoPac, NYC, NKP, NP, NYO&W, Southern, and SP. You'd be hard pressed to select the one railroad from that list that reported a profit in 1932. The New York Central? Wrong. Lackawanna? Nope. Southern? Wrong again. Southern Pacific? Sorry. Strange as it seems, the only one with a net income was the New York, Ontario & Western.

The O&W, which Wall Streeters called the Old Woman but which was commonly nicknamed the Old & Weary, had been described by some as a railroad that started nowhere, went nowhere, and ended nowhere. The majority of its stock was owned by the New Haven. The NYO&W had revenue of only $10,571,876 for 1932, but brought $777,593 of that down to net. The black ink wouldn't last, of course—the O&W was abandoned in its entirety in 1957 to become the standard against which all abandonments were measured until the 1980 liquidation of the Rock Island.

The 568-mile O&W resembled a roller coaster, crossing mountains at right angles—up and over, rather than through a valley. It had many bridges, several tunnels, and a track structure that left a lot to be desired. The line was susceptible to floods, slides, and washouts, not to mention wrecks and intense competition. Some described the road as the Colorado Midland of the East. The finest track O&W's trains traversed was 53 miles of trackage rights over the River Division of the New York Central, the old West Shore, from Weehawken, N.J., to Cornwall, N.Y.

O&W's traffic base was weak—too little overhead merchandise, too little originating, too little terminating. Passenger service was primarily a July and August proposition

March 17, 1933

of summer resort vacationers. There was only one commodity O&W hauled in any volume—coal.

The coal was anthracite mined in the Scranton area, between Carbondale on the north and the end of the Capouse and Sibley Branch near Pittston, Pa. Thus the 54-mile Scranton Division, a branch from its namesake city to the O&W main line at Cadosia, N.Y., was the busy bright spot on a railroad faced with eternal dark days.

FREIGHT trains reigned supreme on this division; passenger service had disappeared April 28, 1930. Some traffic was routed to such Northern Division points in New York as Sidney, Norwich, Utica, and Oswego for connection to western and Canadian destinations. Symbol train SU-1 (Scranton-Utica) handled most of the loads and counterpart US-2 the returning empties plus a very few loads. Some coal, and most of the merchandise, rolled east to the important New Haven connection at Maybrook, N.Y., but most of the coal went to the O&W's own dumper at Weehawken. Trains LB-2 and OB-2 with Lehigh Valley and Lackawanna connections hauled the non-coal traffic (BL-1 and BO-1 westbound), while extras were called when sufficient coal loads developed. There was also a Mayfield-Cadosia local, and a dozen or so crews worked mine runs south of Mayfield yard.

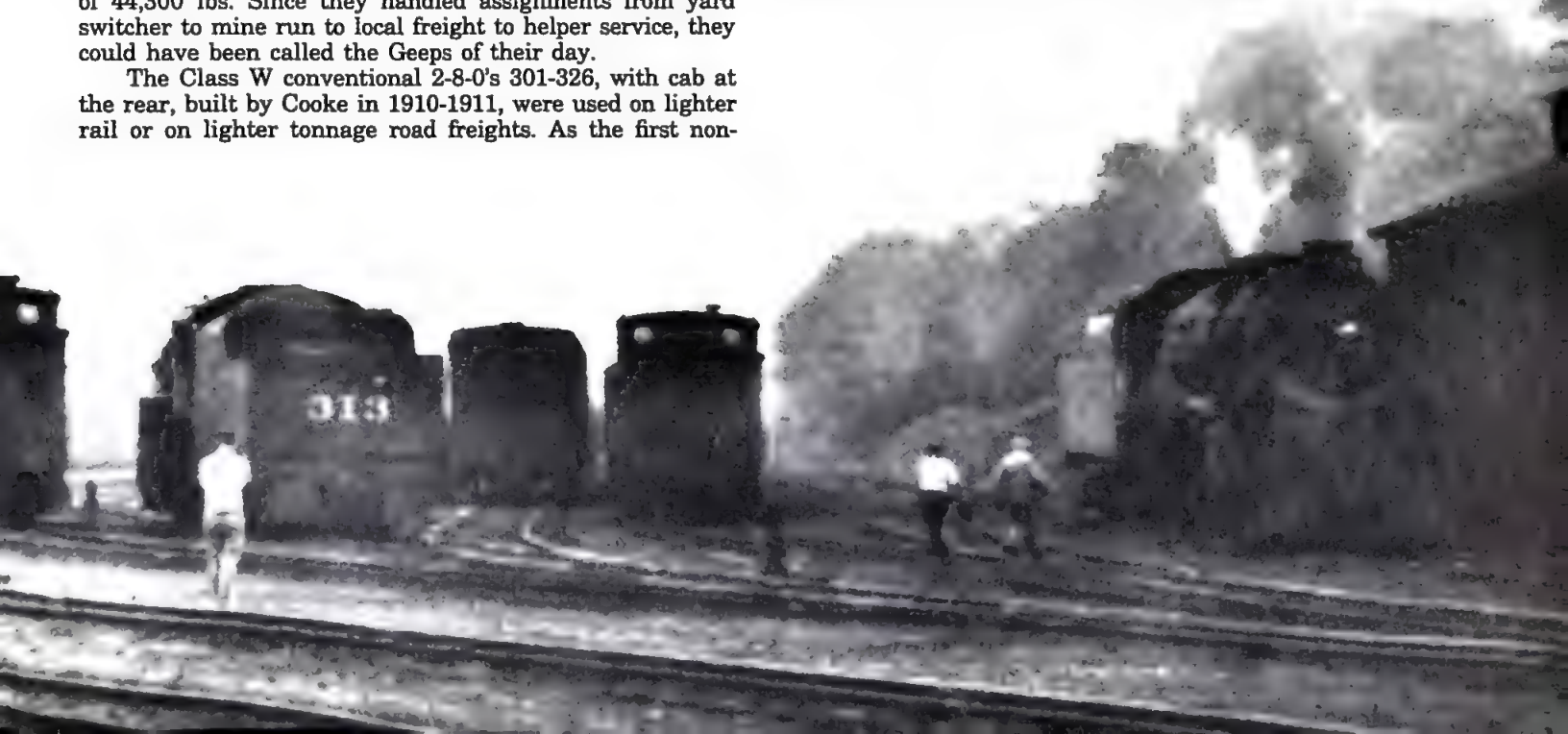
Power to operate O&W trains in 1933 was a mix of the very old and the relatively new. Oldest and most prevalent road power were 20 Camelback Class P 2-8-0's 201-220, nicknamed "Orries." Built at Alco's Cooke Works between 1900 and 1903, they had 55-inch drivers and a tractive force of 44,300 lbs. Since they handled assignments from yard switcher to mine run to local freight to helper service, they could have been called the Geeps of their day.

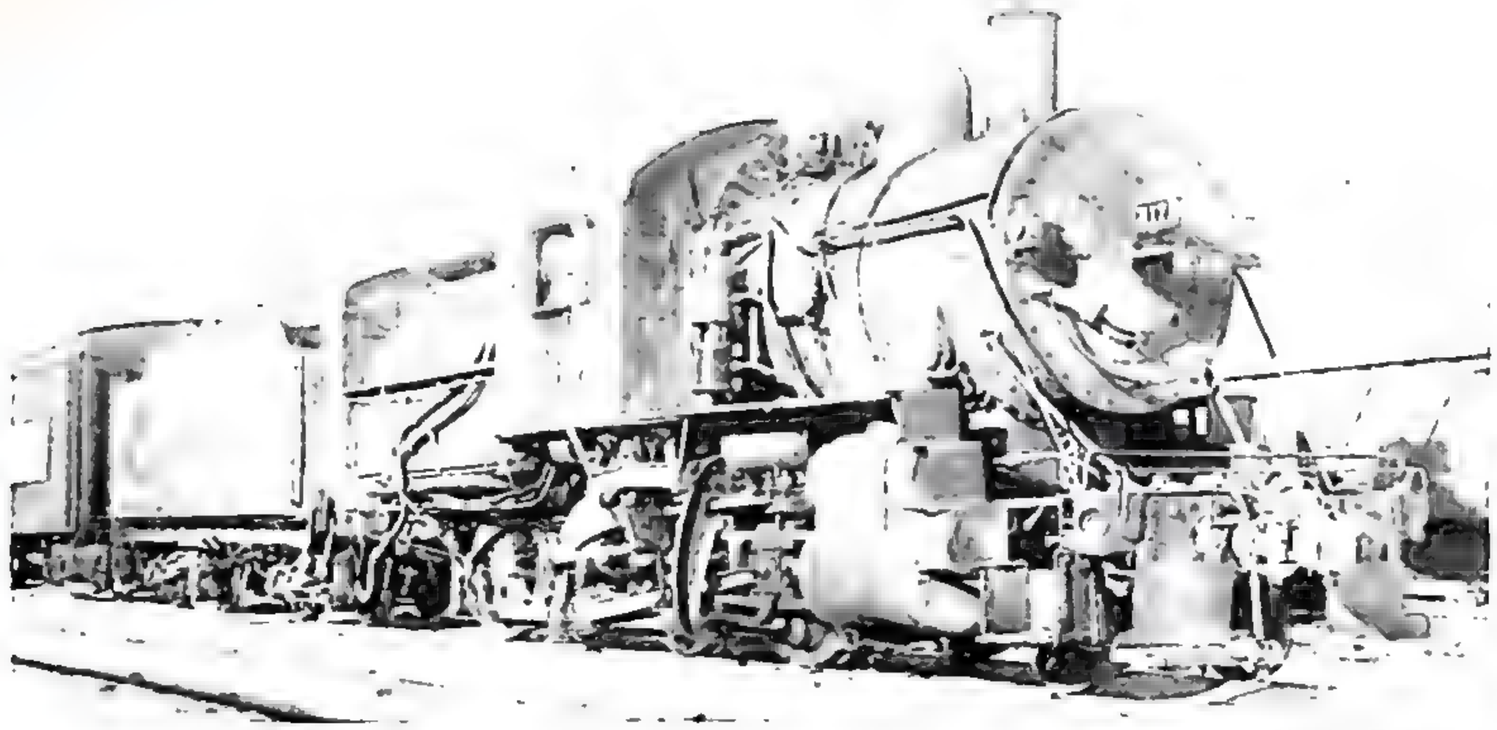
The Class W conventional 2-8-0's 301-326, with cab at the rear, built by Cooke in 1910-1911, were used on lighter rail or on lighter tonnage road freights. As the first non-Camelback engines on the O&W, they earned the nickname "Long Johns."

The year 1915 saw the arrival of the giant Class X 2-10-2's 351-362 from Alco's Schenectady plant. At 84,500 lbs. tractive force, they were the strongest O&W steam engines ever, and the first with a trailing truck. They were nicknamed "Bullmooses," from Teddy Roosevelt's unsuccessful third political party. The 355 was once equipped with a Bethlehem side-rod tender booster and reclassed X-1. They all had an insatiable appetite for coal and water, requiring backbreaking efforts from the scoop-wielding fireman. To call these coal-hungry, clumsy brutes unpopular would be an understatement. Since they were too slow for fast freight work, and too short of steaming capacity and too big for many mine branches, they were relegated primarily to pusher service.

Mountain types 401-404 appeared in 1922, and officials were satisfied enough with them to place a repeat order, whose 405-410 were outshopped from Schenectady in 1923. Their 69-inch drivers enabled these Class Y beauties to make good time with heavy Southern Division passenger trains as well as fast freight. The 402 was once equipped

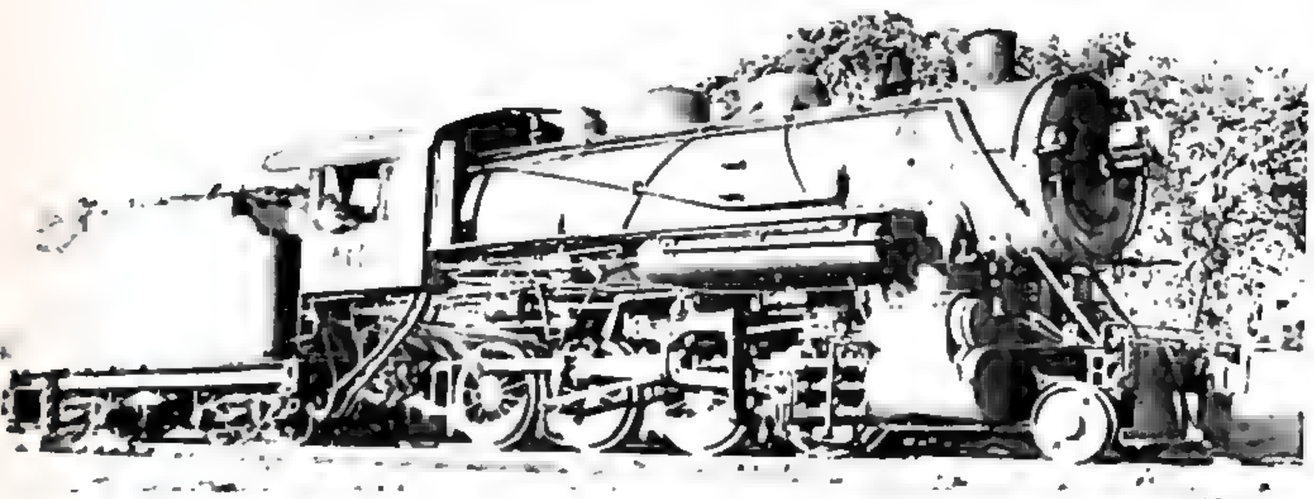
CADOSIA, N.Y., had not changed all that much from 1933 in this September 7, 1947, photo by John Pickett looking west from coal dock toward Oswego line. From left: station; freight house; 2-8-0 208; cars of Oneida milk train MT-9; Delhi branch mixed; 2-8-0 313; cuts of cars; 4-8-2 403; engine shed. After 208 gets orders, she'll back up and head out (left) for Scranton.



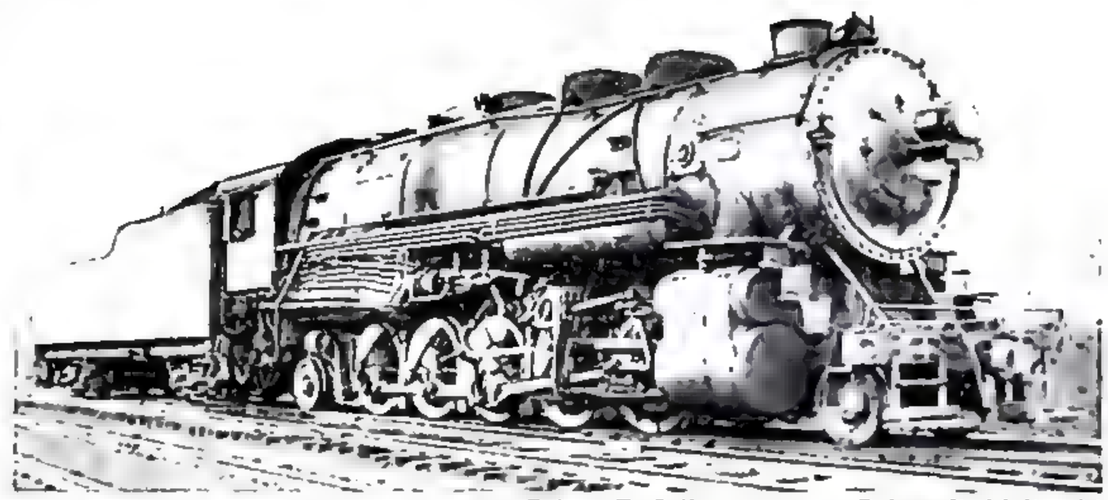


Charles E. Pearce.

OLDEST and most ubiquitous on O&W's roster of 1933 were 20 Camelback Class P 2-8-0's, nicknamed Orries, built by Alco's Cooke Works 1900-1903. No. 217 was coupled to a milk tank car (left) at Cadosia May 5, 1939. Class W 2-8-0 306, at O&W corporate headquarters town of Middletown, N.Y. (below left), was one of 26 conventional Alco-Cooke Consols of 1910-1911. "Bullmoose" Class X 2-10-2's 351-362 (Schenectady 1915), exemplified by 356 (below) at Mayfield, Pa., April 29, 1939, were not popular. Too slow for fast freight and too big for many mine spurs, they served mostly in pusher service.

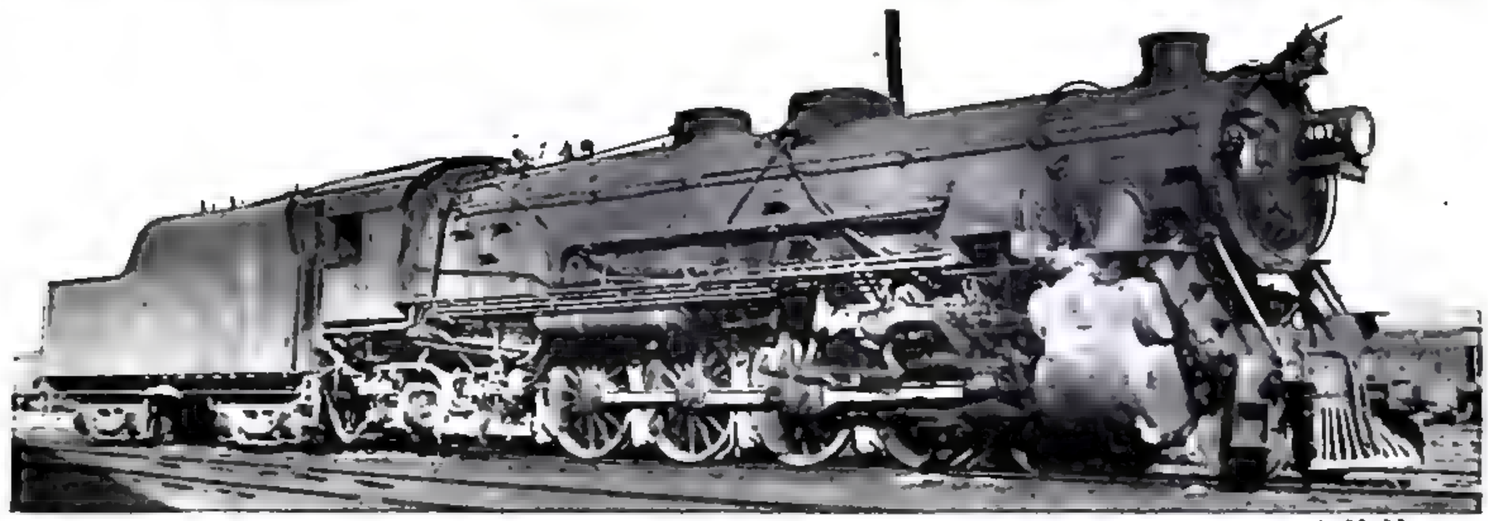


A. V. Neusser.



Robert F. Collins; courtesy Robert R. Malinoski.

MOUNTAIN type's versatility made the 4-8-2's popular on O&W. No. 407, at Mayfield (right), was 1 of 6 Class Y's from Schenectady in 1923, following 5 the previous year. No. 455, at Cadosia in 1933 (below), was 1 of 10 from Alco in 1929—the Old Woman's last new steam power.



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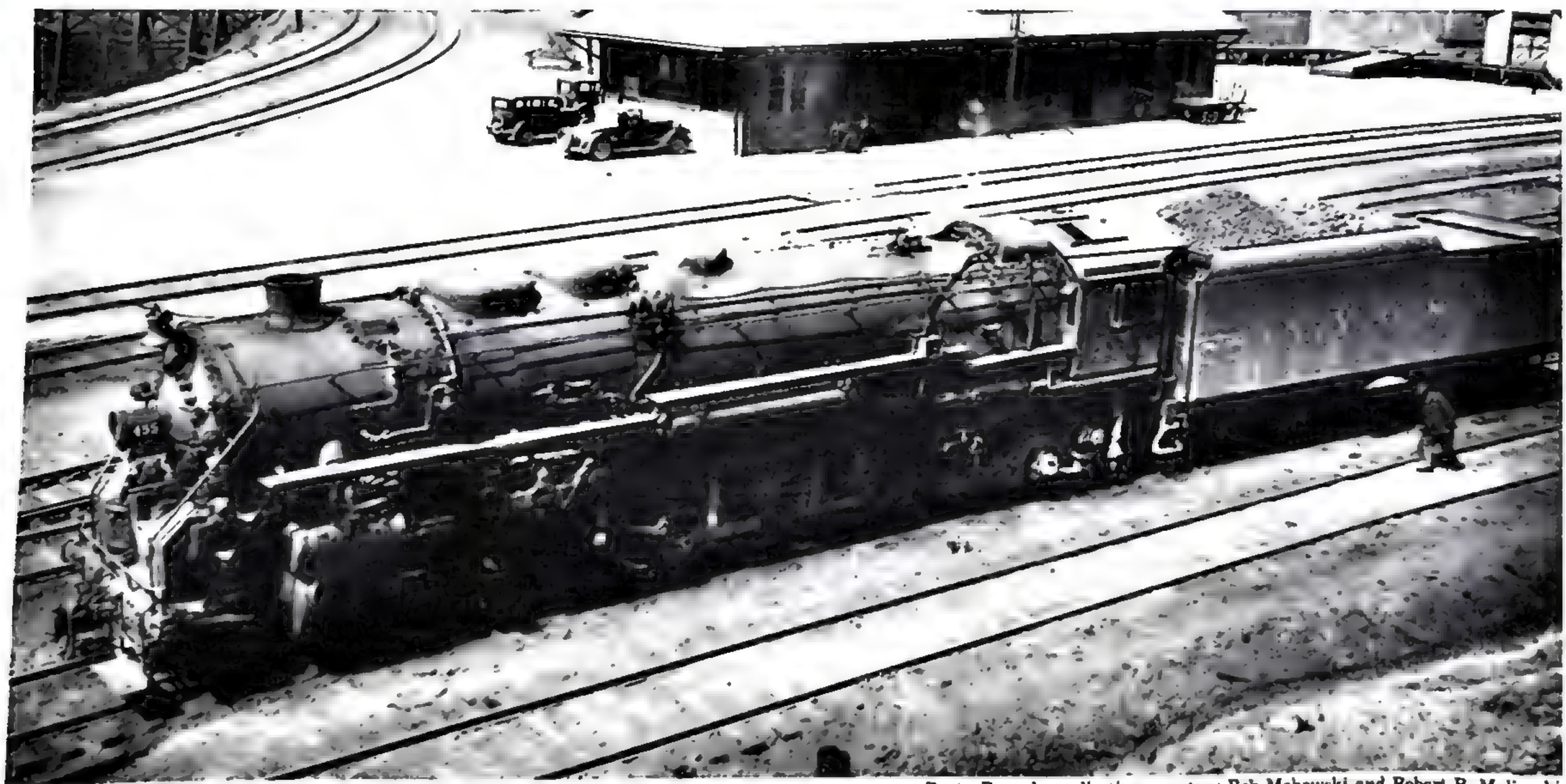


Rusty Recordon collection; courtesy Bob Mohowski and Robert R. Malinoski.

with a Franklin booster and reclassed Y-1. These 4-8-2's were the most versatile engines on the O&W and regularly ran over the West Shore to Weehawken.

O&W's last order for steam also went to Alco, which delivered 10 heavy 4-8-2's, Class Y-2's 451-460, in July 1929. The railroad saved money by using existing patterns of NYC's Class L-2c 2800-series, and although the specifications were almost identical, these Mountains had a distinctive O&W look with bell placed on the smokebox front, identification lights lowered, and two sand domes plus a small tender. At 179½ tons engine weight, they were too heavy to run over the West Shore until some bridges were strengthened during World War II.

The toughest task for this power was to keep the wheels turning on the heavy northbound trains from Mayfield yard to Poyntelle, the highest point on the O&W at 2048 feet above sea level. The worst part of the trip was right out of Mayfield yard for 8.7 miles to Forest City on the ruling 1.95 per cent grade. The O&W had a rather unusual engine rating guide, using M's (1000 lbs.) instead of the more common standard of tons. The ratings were:

	CLASS			
	Y2, X	Y	Y-1	P, W
Scranton-Mayfield	4500	3600	4000	2770
Mayfield-Forest City	3300	2450	2700	2100
Forest City-Poyntelle	5200	3550	4100	2950
Cadosia-Poyntelle	2500	1800	2070	1550

Obviously, pusher engines were the rule rather than the exception. In fact, pushers were used on every mile of line between Cadosia and the Lehigh Valley's Coxton Yard.

Mayfield yard, partly in adjacent Childs, was the nerve center of the Scranton Division. The train dispatchers and other offices, the major yard with its accompanying roundhouse and repair facilities, were located here. A smaller yard to serve nearby collieries was at Dickson. The man in charge of operations was Fred Hawk.

JUST how did the division operate? Using the train sheets of March 17, 1933, let's find out. Imagine we are in the train dispatcher's office listening to his incoming calls. To add authenticity, we'll use the station call letters and certain other abbreviations. The most important ones are:

HD	Cadosia	DX	Diamond Crossing
PN	Poyntelle	CJ	Cayuga Junction
CY	Forest City	SB	Sibley
SD	Mayfield	CX	Coxton (LV)
NA	Jermyn Transfer		
D	Dickson	cf	called for
HO	Olyphant	lwc	light with caboose
DV	Providence	00/00	loads/empties

Engineers usually went on duty 15 minutes before the train crew to get their engine ready, so call times are for the train crew. The mine runs and haulers to the south of Mayfield were usually referred to by engine number and conductor, *e.g.*, 207 Orlando. Ordinarily, an operator identified his location first, followed by direction of travel, train and engine number, and then the time. For reasons of clarity, however, we will show the time first.

During the ebbing minutes of his tour of duty, middle trick train dispatcher G. D. Chapman prepared his turnover for his relief, Bob Hall. There were six trains on the road, and the time was about 11:40 p.m., March 16, 1933:

☐ 454 Extra North (Merritt and Allen cf 8:45 p.m.) 63/4 got out 9:50 p.m. and approaching PN with pushers 356 and 460

☐ 408 OB-2 (Kelly and Krause cf 12:30 p.m.) 32/2 by D 11:39 p.m. with pusher 321 (Finman) from SB. OB-2 outbound crew of Rockwell and Wagner cf 12:30 a.m.

☐ 214 (Mangan and Quinn cf 9:30 p.m.) in the clear at NA to follow OB-2

☐ 218 Work train (Newfrock and W. Fife cf 4 p.m.) by D 11:02 p.m. to tie up at Providence

☐ 357 (P. Farrell and Messbauer cf 2 p.m.) ready to leave D for DX

☐ 352 (Harris and Kerino cf 11:30 p.m.) ready to leave the yard

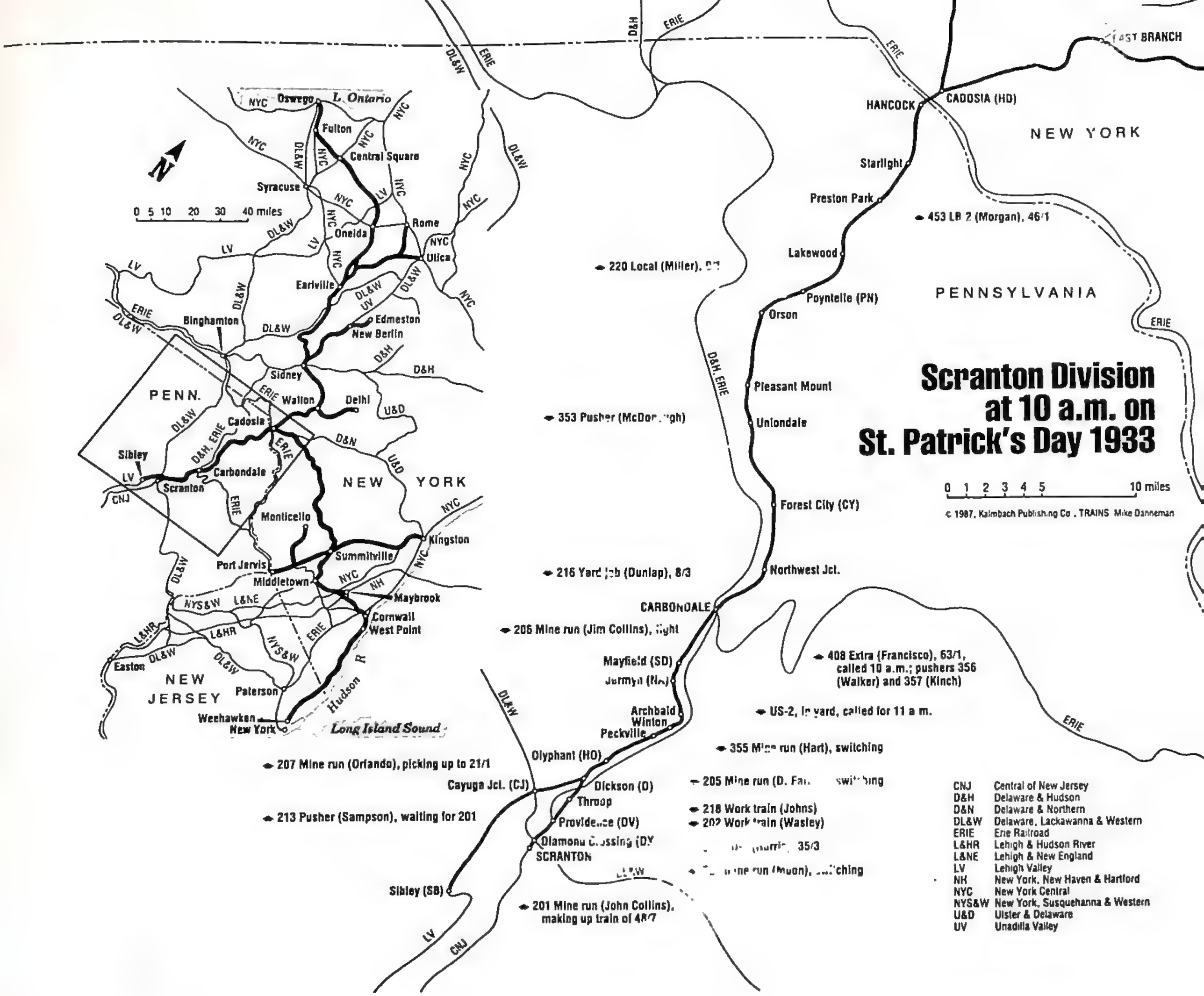
☐ US-2 cf 11:50 p.m. at Utica, and an empty coal car train called 11:50 p.m. Middletown

Hall made the last few recordings on the sheet:

Time	Stn.	N/S	Eng.	Author's remarks
11:50	PN	N	454	Took usual 2 hours to go up the mountain, normal for a coal train; pushers 356 G. Bennett and 460 J. Monahan, both cf 8:30 p.m., turned on wye, took water, and got permission to return to SD
11:55	DV	S	218	Got in the clear at Providence and tied up
12:00	NA	N	214	Has 8 loads off the D&H

The clock struck midnight, progressing into March 17, 1933, St. Patrick's Day. The trains continued to move all over the Scranton Division:

Time	Stn.	N/S	Eng.	Author's remarks
12:04	D	S	357	19/1 headed for Scranton
12:05	SD	N	408	OB-2 in yard; crew will take rest to get next night's OB-2
12:10	SD	S	352	Away with 11 empties for Luzerne
12:15	SD	N	214	Had a 15-minute run from Jermyn
12:42	HO	S	352	En route
12:55	HD	N	454	Onto the Southern Division after 3-hour, 5-minute run
1:00	D	S	352	Moving right along
1:10	SD	S	356 and 460	Pushers off the 454; both crews will change power
1:20	CJ	S	352	Arrived; left at 1:30, got to Luzerne siding at 1:35
1:35	DX	S	357	Arrived
1:36	SD	N	459	OB-2, 43/2, 5438 M's (2719 tons) and pusher 353 (Sampson cf 12:30)
2:03	CY	N	459	OB-2 took 27 minutes for almost 9 miles and did not stop for water
2:20		N	352	11/1 out of Luzerne siding
2:34	PN	N	459	OB-2 arrived, cut pusher which will return light, and left at 2:42
2:45	D	N	352	Arrived and yarded train
3:05	D	N	357	Heading for home with 13/2 but has another pickup
3:25	HD	N	459	OB-2 now off the division, made the run in a respectable 1 hour, 49 minutes
3:30	SD	N		Utter and Whitby called for a "snake job," parlance of the day for a coal train
3:35	SD	S	217	Engineer McDonough cf 3:15 on light engine to push LB-2
3:50	SD	S	353	Pusher off OB-2 in the yard and crew will make an engine change
4:05	SD	N	357	In the clear after picking up 18 more loads, so crew worked over 14 hours
4:08	HO	S	217	En route to Sibley
4:36	SD	N	460	Coal train of 59/1, 8425 M's, quick turn for the 460 after a pusher job; pushers of J. Monahan now on the 356 and Bennett on the 321, their second trip; Bennett will be the "kicker" to cut off at Stillwater
5:00	SB	S	217	Arrived and stands by for LB-2
5:05	HD	S	458	(J. Bullis and J. Bougill cf 11:50 p.m.) 0/49 empty hoppers; crew reported 40 minutes delay at Cadosia taking coal and water and oiling engine
5:05	D	S	352	LWC on a quick turn to Providence
5:08	CX	N	208	LB-2 (Morgan and Fullerton cf 4:45 a.m.) 22/1; Lehigh Valley train NE-2 arrived 4:52 a.m., so O&W crew got out in a fantastic 16 minutes with LV pusher 2-8-2 471 to Sibley; trackage is LV's Austin branch to Sibley
5:30	CY	N	460	54 minutes was a slow run, and then took water and departed at 5:42
5:45	SB	N	208	LV pusher cut off, 217 got on, and train departed 5:53, now on home rails of Capouse and Sibley branch
6:00	D	N	352	0/25 back from Providence
6:10	SD	S	213	Sampson on light engine for another pusher job out of Providence
6:10	HD	S	324	US-2 (McClaver and Hansen) with 11/57, had 50 minutes at HD setting off, taking water and coal, picking up and attaching pusher 351, engineer Thomas going all the way to Mayfield.
6:10	CJ	N	208	LB-2 arrived, picked up 16 loads off the DL&W, and left at 6:24
6:35	SD	S	321	The kicker off the 460 returned, and Bennett's work is done
6:42	HO	S	213	En route
6:42	D	N	208	LB-2 now with 38/1



6:45	PN	N	460	Took 2 hours, 9 minutes up the mountain; pushers turn and return light
6:50	SD	S	207	(Orlando and Ihlefeldt cf 6:30) first mine run with 0/12
6:55	SD	S	458	In the clear, and that crew's run has ended
7:01	D	S	213	Moving right along
7:15	DV	S	213	Arrived and standing by
7:18	SD	N	208	LB-2 in, train to be switched in a hurry, and both engine crews will change to big power
7:20	SD	S	201	(John Collins and Howe, cf 7 a.m.) with 1/29 for Scranton
7:25	HO	S	207	En route
7:36	D	S	207	Picks up 13 more empties and gets away at 7:44
7:50	SD	S	204	(Moon and Sprague cf 7:15 a.m.) out with 0/41
7:55	SD	S	356	Pusher off the 460; Monahan put in a 12-hour tour
7:55	SD	S	205	(D. Farrell and J. Fife, cf 7:30 a.m.) has 0/17
7:55	HD	N	460	Now off the division

Bob Hall had had a trouble-free night. His last 2 hours had been the busiest, and the railroad would become more so during the tour of his relief, H. C. Palmer, the regular day man. Hall turned over a busy railroad:

☐ 324 US-2 getting close to Carbondale
☐ LB-2 is in the yard
☐ Coal car train called Middletown 7:15 a.m.
☐ Cadosia local called for usual 8 a.m.
☐ 352 Harris getting near DX
☐ 207 Orlando by D and headed for Luzerne
☐ 201 John Collins approaching Olyphant
☐ 213 Sampson at Providence to push Collins
☐ 204 Moon and 205 D. Farrell just got out of the yard
☐ 218 Clark and Johns cf 7 a.m. on a work train
☐ 202 Coyle and Wasley cf 7:30 a.m. on another work train

The railroad gets too busy during the next 16 hours to continue with the same system, so we charted each crew from start to finish as they first appeared on the main line:

☐ 352, Harris, light with caboose got to DX at 8:15 a.m., made up the SU-1 train of 35/3, and got away at 9:45 a.m. and into Mayfield at 11:50 a.m.

☐ 207, Orlando, set off 18 empties for the Capouse breaker just beyond CJ, had 7 for Luzerne, got out with 4/1 at 9:10 a.m., added 17 more loads at CJ, and took all to

Robert F. Collins; courtesy Robert R. Malinoski.

SYMBOL freight BL-1 (Boston-Lehigh Valley) heads out on Scranton Division from Cadosia with 4-8-2 455 in April 1939.

Dickson, worked there several hours, and left at 4:40 p.m. with 21/2, arriving in the yard at 5:30 p.m.

☐ 201, John Collins, got to DX at 8:47 a.m. and headed back north at 10:45 with a heavy 48/7. Pusher 213, Sampson, coupled on at DV and got into Mayfield at 1:35 p.m. The crew made a second trip, leaving at 2:10 with 5/18 for Peckville and brought back 18/7 just ahead of Orlando at 5:30.

☐ 204, Moon, with 0/41 was the third train to get to DX, arriving at 9:35 a.m., did all the required switching in the area until departure time of 3:45 p.m., hauling 19/1 into the yard at 5:05.

In the meantime, there was action on the north end of the division:

☐ 453, LB-2, with 46/1 by SD at 8:24 a.m., with McDonough now on the 353 doing the pushing, passed CY 8:57, reported lost 5 minutes account engine slipping, at PN 9:26-9:35, and cleared Cadosia at 10:15, a 1-hour, 51-minute run.

☐ 216, Dunlap and Kilpatrick cf 7:45 a.m., followed LB-2 out at 8:30 a.m. with 7/4 for Carbondale, brought back 8/3 at 10:03 a.m., made a second trip north out at 11:25 with 5/4, returning at 4:15 p.m. with 8 loads.

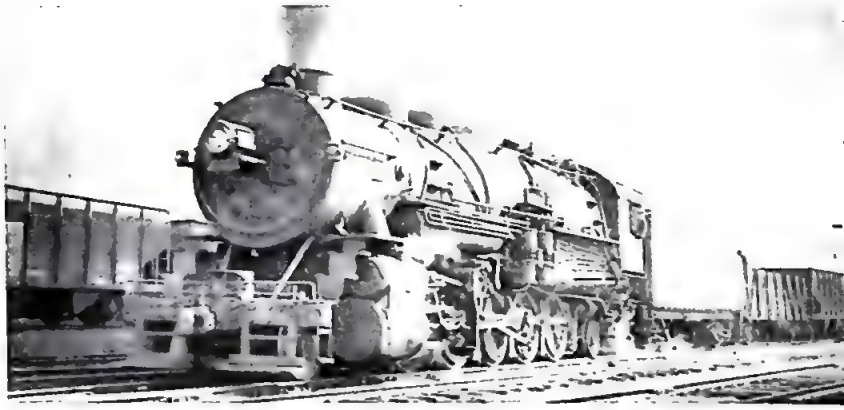
☐ 220, the local, Miller and Warner cf 8 a.m., lwc was third out at 8:42 a.m., did some switching at Pleasant Mount and Orson, picked up one loaded milk car each at Lakewood and Starlight, and pulled into Cadosia at 12:10 p.m. in time to connect with milk train 10 for Weehawken. The local followed an empty hopper train south, by HD 1:17 p.m. with 7/5, spotted empty milk cars at both Starlight and Lakewood, and got in at 5:20 p.m.

Back on the south end:

☐ 205, D. Farrell, got to D 9 a.m., headed back north at 12:40 p.m. with 21/1, and in the yard at 1:45. This crew also made a second trip, leaving at 2:15 with 11 empties for D and returning with 19 loads into the yard at 6:45.

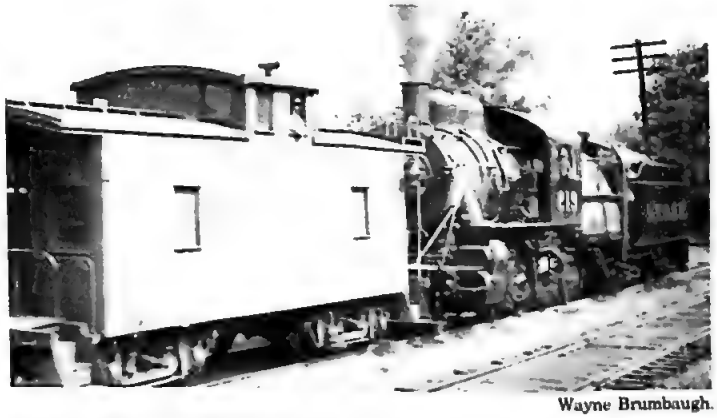
☐ 355, Hart and Brooks cf 8 a.m., worked en route Providence, doubled back to Dickson, made another round trip to DV, and finally headed for home with 29/1, cleared at 7:15 p.m.

☐ 206, Jim Collins and Murphy, cf 9:30 a.m., went to



R. O. Hardy.

FROM the heart of O&W coal country, 2-10-2 353 pulls into Cadosia yard with SU-1 (Scranton-Utica) on April 2, 1940.



Wayne Brumbaugh.

IN the 1930's, O&W's "circle W" emblem was not yet universal. Camelback Consol 219 leaned hard on an O&W hack.

Winton and then up the Riverside branch to work the Northwest Coal Co., taking their cars to Dickson at 4 p.m., picking up another train of 8/1, out at 5:35 p.m., and back into Mayfield at 8:15.

☐ 408, coal train, E. Francisco and Weaver, cf 10 a.m., had 63 loads with pushers 356 (Walker, 10:35 a.m.) and 357 (Kinch), passed SD at 10:35 a.m., at CY 11:21-11:33 for water. Pushers cut out at PN as usual, and 408 was reported by HD at 1:43 p.m.

☐ 217, US-2, Faling and Wand, cf 11 a.m., had 4/29 out of the yard at 11:30 a.m., got to DX 1:09 p.m., and returned as just another extra at 8:40 p.m. with 11/4.

☐ 451, extra south, Martin and Tom Cuff, cf 7:15 a.m., had 0/94 by HD 1:10 p.m. with pusher 407 (Couse) to PN, cleared top of mountain at 2:21 p.m., into Mayfield at 3:25.

☐ 454, BL-1, Billings and Levan, cf 9:45 a.m., had 20/10, cleared HD at 2 p.m., ran around the local at Starlight, by PN at 2:42 p.m., and SD at 3:40. Engineer Leven changed to the 208, picked up 3/9, and got out of the yard at 4 p.m. with pusher 357 (Kinch), arrived Cayuga Junction at 4:55 and set off 15/3 Lackawannas, left in 10 minutes, and had a 15-minute run to SB, where the pusher was cut off. BL-1 then shoved the train to the LV Coxton yard, arriving at 5:55. The crew was done, this being the only job where they take their rest on the Lehigh Valley.

☐ 353, P. Farrell and McDonald, cf 2 p.m., departed 2:35 with 0/40 for D, continued on to DV peddling empties, returned to D, and then went all the way south to DX with a substantial 50/1 shortly after midnight. Their trip was similar to the 357 of the previous night.

THE middle trick dispatcher started only a few movements:

☐ 321, SU-1, Armstrong and Lopata, cf 2:30 p.m., got out of the yard at 3:55 p.m. with 65/3 with the usual two pushers, 351 (Mike Monahan) going all the way to Cadosia, and 356 (Walker) to PN, by CY at 4:50 p.m. after the usual 10-minute stop for water, PN 5:35-5:45 to cut out the 356 and set up the retainers, and reported by HD at 7:05 p.m.

☐ 406, BO-1, Nelsen and McEwen, cf 1 p.m., with 0/20 got by HD at 5:38 p.m. and made a nonstop run to SD, by at 7:15 at 1 hour, 37 minutes, the fastest trip over the line. The train was filled out to 0/42 and also received pusher 213 (Monroe) and got away at 7:50. First stop was D to pick up 5/1 and a second pusher, 357 (Kinch), away at 8:52. Eighteen minutes later they arrived at CJ, minus the 357 which cut off at the DL&W arch, and also set off 5/16 Lackawannas and arrived SB 9:45 p.m. and left the remaining 0/17 there for the Lehigh Valley. The crew turned around as OB-2, leaving at 10 p.m. with 18/1 off the LV, still with pusher 213, was at CJ 10:15-10:30 picking up 18/4 from the DL&W, and got into Mayfield at 11:20.

☐ 459, extra, Merritt and Allen cf 3:15, had 4/71 out of HD at 7:30 p.m. with the 309 (Couse) pushing and got to SD in 2 hours, 15 minutes, another good run.

☐ 458, extra, J. Bullis and J. Bougill, cf 8:30, had 60 loads totaling 9062 M's, the heaviest train of the day, requiring pushers 356 (Davis) and 352 (Haubens), both cf 8:15, cleared the yard at 9:08 and HD at 12:10 a.m. for a 3-hour, 2-minute run.

☐ 211, Newfrock and Byrne, cf 2:30, was a yard crew that took 1/30 to Jermyn Transfer and brought back 10/7 at 11:35 p.m.

Chapman made up his turnover for Bob Hall as usual, and it looked like this:

☐ 458, coal train getting close to HD

☐ Pushers 352 and 356 off the 458 around Carbondale

☐ OB-2 in the yard, new crew of Kelly and Krause cf 11:30 to have the 454 and 49 loads, with Monroe on the 355 pushing

☐ 218, McDonald and W. Fife, cf 4 p.m., on a work train heading south for Providence to tie up

☐ 357, Mangan and Finman, cf 11:30, to leave the yard momentarily light with caboose

☐ 353, P. Farrell, ready to leave D for DX with 50/1

☐ US-2 called 11:15 p.m. and an empty coal car train called 11:45 p.m. Middletown

This situation was very similar to the previous night. It was a smooth operation.

WHAT did all this mean? For one thing, 31 engines were used on the division this day: 13 Class P, 3 W, 6 X, 3 Y, and 6 Y-2. For another, 13 road crew assignments, 1 local freight, and 1 mine run worked to the north, and 11 were required south of Mayfield. These 26 trains required the assistance of 11 pusher crews out of Mayfield and 2 out of Cadosia. Three work trains were busy, for a total of 41 crews, an expensive road operation.

The key figure, though, was the loads moved north toward Utica, Maybrook, and Weehawken. However insignificant it may seem, those 401 loads generated most of the revenue not only for the Scranton Division but for the entire New York, Ontario & Western. On this St. Patrick's Day 1933, the Scranton Division meant money in the bank for the O&W, but it was not to last. The coal mines in the Scranton area failed in 1937, and the Old & Weary entered reorganization in May of that year. ⅄

ROBERT R. MALINOSKI began photographing trains in 1938 after moving to New York City from Shamokin, Pa.; his slides date from 1952. After B-29 combat action in WWII, he hired on in yard train service "temporarily" with Erie in 1946, but lasted 39 years. Bob, wife Ann, and dog Teddy have lived in Teaneck, N.J., but will move to Camp Hill, Pa.

Robert F. Collins; courtesy Robert R. Malinoski.

APRIL 29, 1939: As soon as the caboose is coupled on, 2-10-2's 353 and 358 will push SU-1 out of Mayfield, Pa.

Enter Mr. Hill

IN one of those strokes of genius for which its publicity machine once was so famous, GM's Electro-Motive Division commissioned artist Bern Hill to paint his impressions of customer railroads for a 1950-1953 ad series. Hill minimized trains, exaggerated physical plant or topography, *e.g.*, a drawbridge on Jersey Central, mountains on Western Pacific. Known for neither scenery nor structures, Minneapolis & St. Louis must have tried the painter's soul until he settled on this scene of distant FT's approaching over huge rail, ties, and spikes. I loved it, and scheduled it for the all-diesel December 1971 TRAINS, the first of several Hill covers which the builder graciously loaned. Readers were sharply divided, terming it ugly or marvelous. What say you now?—D.P.M.

EMD's British bridgehead

Does the record-setting JT26CW-SS portend imported power for BR?

G. FREEMAN ALLEN

I ELECTRO-MOTIVE'S Super Series notched up a world diesel traction record for adhesive efficiency in early February 1986. You had not heard? That's understandable. For the locale wasn't some heavy-haul U.S. road but the gently rolling Mendip Hills of England, just over 100 miles west of London. And the record claimant wasn't an off-the-shelf EMD model, not even from the export catalog, but one of four custom-built JT26CW-SS's.

There was more to the exploit, though, than the technological triumph and individuality of the locomotive. With the JT26CW-SS, EMD had broken into a British Rail trunk haulage market which—apart from a flirtation with German high-speed-engine/hydraulic-transmission practice and contracting out one batch of a home design to Romanian manufacture—had previously been fenced in for British industry. When BR belatedly dieselized in the 1950's, its then bosses wanted to buy proven EMD products but were politically blocked thanks to frenetic lobbying by the home builders.

Even now the JT26CW-SS's are not wearing BR colors. All four display a big blue Y betokening their ownership by a BR customer, the Foster Yeoman company. So here is yet another event without precedent: BR consent for a client to run his own locomotives on BR tracks, not just to switch a siding or on occasional, agreed days (as BR permits for some steam locomotives on selected secondary routes), but day in, day out over some of the busiest trackage in the country.

How come?

Credit first Foster Yeoman chairman John Yeoman. In the late 1960's, with the construction industry in London and heavily urbanized Southeast England booming, but the area's immediate gravel resources finite, Yeoman foresaw an expanding market for the limestone his company quarried in the Mendip Hills—but only if he could pare delivered price to the levels offered by rivals trucking the material in from local sites. There is scarcely any lower-value commodity than stone, so high output and rock-bottom transportation costs would be essential to success.

The first of these criteria Yeoman met by boldly opening up a much bigger Mendips quarry and equipping it with a state-of-the-art U.S. crushing plant. The second was met by latching on to the ecomomic potential of marrying British Rail's emergent unit-train techniques to rapid loading at the new Torr Works quarry, Merehead, and rapid-discharge railroad terminals in the London suburbs and Southeast England's main construction areas.

That brought the Painter family into the story. A ground-level recruit to the old Great Western Railway in 1941, Ken Painter by the late 1960's had graduated to management in BR's Bristol area, which encompassed the new Foster Yeoman quarry. Painter's dedication to Foster Yeoman objectives was instrumental in forging one of Europe's slickest unit-train operations.

Within a decade or so of Torr Works' commissioning, the Foster Yeoman fleet of leased hoppers was averaging 1.5 loaded trips daily and almost 50,000 miles a year per car, delivering 4.8 million tons annually to a spread of some 15 transshipment terminals within a 75- to 135-mile range of the quarry. And that, mark you, was occurring over routes taking in some of BR's most intensive passenger train flows.

The later stages of this evolution were masterminded by Painter on the other side of the fence. In 1973 he joined Foster Yeoman to become a director of the company. And there he linked up with his son Richard, another principal in the action, who became manager of Torr Works.

The other majors in Britain's fiercely competitive construction aggregates industry hurried to follow Foster Yeoman's lead. By the early 1980's, unit stone trains were streaming from up to 10 directions into a Southeast England studded with different companies' rail-road transshipment terminals. To stay up front, Foster Yeoman had to go on innovating.

A new two-track overhead loading terminal capable of charging a train with 2250 tons of stone per hour was put in hand at Torr Works. And to make the most of that projection, plans were laid with BR to hoist individual train tonnages substantially, utilizing BR's 3520 h.p. heavy-haul Class 56's in pairs so as to protect existing schedules that were vital to maintenance of that 1.5-loaded-trips-per-day leased hopper productivity norm. Future practice was prefigured in fall 1983, when a nightly Foster Yeoman train to London was grossed up to a regular 4750 tons, the heaviest in day-to-day BR operation. In another pioneering move, Foster Yeoman invested in a $3 million, 37-car fleet of aluminum-bodied hoppers, Britain's first in bulk commodity traffic.

The scenario had one imperfection that bothered the Painters. The hoppers were dedicated to Foster Yeoman traffic, and were maintained on the Torr Works property by their builders, Procor (U.K.). Their traction was not. Locomotive cover for Foster Yeoman trains could be drastically reduced and reliability improved, the Painters reckoned, if the company had exclusive use of six Class 56 locomotives, which, like the hoppers, would be maintained on their premises. Even though the units would be paired on some trains, astute trip diagramming could ensure comfortable protection of each weekday's eight or more outward trainloads and their empty hopper returns to the quarry by just six machines.

A bolder move yet was suggested when the Painters had numbers put on the idea. The saving in traction costs ought to be big enough, it emerged, for Foster Yeoman to extract from BR a new haulage contract handing the company enough change to buy the six locomotives itself. Furthermore, the right buy would show a profit within a measurable time.

There had never been such a propitious year as 1983 to put a proposition of this kind to BR. Bidden by Prime Minister Margaret Thatcher's government to be self-supporting before the 1980's were out, BR's Railfreight management was receptive to any sound ideas for improving the productivity of its assets. And if a new higher-tonnage, longer-term contract could be bargained out of this prized customer in exchange for indulging him, there was even less to argue over. It was accomplished, in 1984.

Nor, in principle, was there any quarrel when Foster Yeoman revealed where it was going to shop for locomo-

BRITISH version of an SD40-2, Foster Yeoman JT26CW-SS 59002, rounds curve at former Wolf Hall Junction with empties bound for Merehead May 28, 1986. EMD trucked the units at La Grange in late 1985.

M. Pope.

EMD.

tives, now that it was picking up the tab.

"We knew there was only one manufacturer in the world who could meet one requirement in our call for tenders," Richard Painter told me. "That was not merely a guarantee of 95 per cent availability in our locomotives, but proof that previous builds for customers anywhere in the world were attaining that figure, not just intermittently, but over a period of years. Only EMD could show it. We had evidence in our own backyard. In 1980, we went to EMD for a couple of SW1001's to switch the Torr Works. EMD insisted one would do, that we wouldn't need a spare, and they were right. The one we bought, our *Western Yeoman II*, has been on duty 24 hours a day, Mondays to Fridays, ever since, and in the six years since it's never needed an overhaul."

BRITISH builders were outraged. But this time no political ear bent to their protest. Requiring the BR board to put all its future equipment orders out to open tender (divorce of the board from its manufacturing subsidiary, British Rail Engineering, and the latter's early privatization was the prime objective), the Thatcher government had not precluded foreign purchases. So with massive renewals of its hastily procured 1950's and 1960's diesel fleet a looming need, the BR board was happy to get the feel of an EMD product at someone else's expense. Bilateral and trilateral negotiation of detail absorbed most of 1984, but in November of that year Foster Yeoman was free to sign a contract with EMD.

The deal was for only four locomotives, not the six originally envisaged. Why? Because with the benefit of Super Series creep control, EMD had promised that a single 3300 h.p. unit could maintain existing schedules on the heaviest trainloads in the Foster Yeoman book.

EMD's offer was otherwise based on a scaled-down version of the SD40-2, with the same 16-cylinder 645E3C engine, D77 traction motors and HT-C trucks, but the AR11 AC/DC generator of an SD50. Now, tailoring a chassis and carbody to accommodate these components within BR's cramped loading-gauge limits would be taxing enough. (The units are 12 feet 10 inches high, 8 feet 8¼ inches wide, 70 feet ½ inch long, and weigh 277,760 lbs., or about 139 U.S. tons. They're geared for 62 mph maximum and sport 1200-gallon fuel tanks.) But EMD also had to meet a sheaf of special BR stipulations. These ranged from left-hand drive cab layout, which had to be standard with that of the latest BR types (except that a standard U.S. master controller pedestal was approved), and a demanding

ride index figure, to brake system specifics and taming of exhaust noise to the exacting British level (this demanded a silencer so bulky that the dynamic braking intended had to be sacrificed). "Overall, we had never confronted so stringent a set of specifications," EMD European Sales Manager Russell T. Sharp told me.

Small wonder, then, that design work alone took six months. Traction engineering executives from BR collaborated in the process, and according to Richard Painter, their input was considerable. Now only six months were left by the contract to roll out the four locomotives, but before metal could be cut and essentially British components imported (numerous cab fittings and automatic train stop apparatus, for instance), the finished designs had to be transmitted to England for formal BR endorsement.

With their custom-designed frame, carbody, and cabs, the four JT26CW-SS's—or Class 59 in BR terminology—could not be conveniently assembled on the main La Grange production line. They were as good as hand-built. A team of 21 men was given a two-acre general workshop at La Grange, impressed with the size of the BR renewal market that EMD might broach if this JT26CW-SS established a successful bridgehead, and left to put the quartet together in six months.

This proved to be a brilliantly successful tactic. Repeatedly shuttling the Atlantic as the locomotives took shape, the Foster Yeoman men had at La Grange a compact team—"the Twenty-One," as they are now immortalized at Torr Works—with each of whom they could strike a close relationship. And in turn, every member of "the Twenty-One" dedicated himself to impeccable fulfillment of the British company's objectives, says Richard Painter.

Even so, given the structural uniqueness of the design, the Painters fully expected, and were prepared to tolerate, some slippage of delivery date. "We were astonished," Richard recalls, "when the first of them was rolled out not only at quoted price but as near as, dammit, exactly on schedule, around Christmas 1985." It was typical of this supplier-client relationship that Chairman John Yeoman promptly flew to Chicago to congratulate and thank "the Twenty-One."

Shipment of the JT26CW-SS quartet from Newport News, Va., to Southampton, England, at the start of January 1986 is the one episode of the story when provision appeared less than adequate to need. Over 550 tons of EMD locomotives *and* a massive generator bound for Morocco were piled onto a ship of only 1700 tons or so, and for a midwinter Atlantic crossing! In such condition the vessel's name of *Fairlift* was certainly apt. Once she was at sea, the forseeable storms brewed up ahead, . . . whereupon her captain prudently steered a sweeping detour through the South Atlantic. So almost three weeks elapsed before the *Fairlift* nosed into Southampton docks, on January 21.

Watching Foster Yeoman men had to curb their excitement as the JT26-CW-SS trucks were craned off onto the quayside track, then the bodies mounted on them. Ever since placement of the EMD order was disclosed, BR's labor unions, one of them with big membership in BR's workshops where jobs could go if the JT26CW-SS proved the tip of a future iceberg of new locomotive imports, had growled that they would "black" the locomotives. Talks to dissuade the unions had gone on throughout the year, but as of that January 21 morning they had still to respond officially whether or not they would let their men handle the JT26-CW-SS's. So would the quartet be left beached on the quayside?

Suddenly, exultation. Creeping up the dock tracks, BR driver in place, came a BR locomotive to bear the "Yanks" away on the first stage of the journey inland. The union chiefs had clearly passed the word to cooperate at all levels. There had never been any doubt about the BR engineers and fitters at the Westbury depot serving the Torr Works trains, one should add; quite apart from the survival of their jobs and the depot hinging on the prosperity of Foster Yeoman traffic, which dominates their assignments, the quarry company has always set a high premium on close, informative contracts with the local railwaymen involved in its business.

All four locomotives first had to visit BR's Derby workshop complex in the English Midlands for acceptance test routines, from which a couple, the 59002 and 59004, were quickly returned to Torr Works so that engineer training could start on the last day of January. BR instructors were already qualified to do the teaching, as EMD had sent over an instructor well ahead of the locomotives to brief them. At the start, too, six EMD technicians were posted to the two-track, pit-equipped maintenance shop Foster Yeoman had created at Merehead to service the units, so as to help the local BR mechanics get the feel of EMD hardware.

One EMD man I talked to, Joe Gray, had come straight from SD60 demonstrator action on Norfolk Southern coal drags. He was finding the abrupt transition to a railway that mixed intensive 125-mph intercity passenger and bulk freight trains on common tracks a trifle disorienting. The EMD detachment was progressively reduced, until by midsummer only one man remained at Merehead.

That world record was scored as early as the first weekend of February 1986. The setting was the exit from the quarry's own sidings, which is uniformly 0.8 per cent graded and finishes in a severe curve. Not only was the weather monsoon wet, but track had been spread with a gooey concoction brewed to simulate worst-case conditions by BR's Derby technicians, who were there with a battery of sophisticated performance recording gear. So was Bruce R. Meyer, parent of EMD's Super Series creep control.

The 59002 had been mobilized to show how in these extreme conditions a Super Series could punch a rake of 37 fully loaded hoppers grossing 4160 tons into movement. But when the engineer called up the 3300 h.p. to her 42-inch wheels . . . consternation. She strained, stumbled, and took agonizing seconds even to get the load rolling. Speed was not better than 5 mph when he eventually edged her train through the siding's exit.

Meyer had a suspicion, soon confirmed. Somehow the creep control apparatus was not automatically recalibrating, so that the 59002 had been grappling with 4160 tons on grossly contaminated rail without any sophisticated adhesion aid! The flaw rectified, she had no problem at all in smoothly starting and accelerating an even bigger, 40-hopper rake of close on 4500 tons.

Later, when they had analyzed all the data from their recording gear, BR's Derby team wrote Richard Painter that the 59002 had that day put up a performance almost certainly without world precedent in relation to power rating: a peak tractive effort of 114,000 lbs. and a sustained tractive effort of 110,000 lbs., figures which respectively reflected adhesion coefficients of 41 and 40 per cent. Those last two ratios amazed even Meyer. In the U.S., the best logged with Super Series to that date was 37 per cent for short periods, but over rail in far better state than that improvised at Merehead. The best sustained figure was about 34 per cent. But all the U.S. results, of course, were recorded with locomotives benefitting from considerably greater axle-loadings than those of a 139-ton JT26CW-SS.

The local significance of this triumph (which was corroborated by a further test on the main line itself later in February) was its proof that a solo JT26CW-SS could be trusted with heavier tonnage than planned. Ability to start 40 loaded hoppers on the Merehead sidings' 0.8 per cent was equivalent to the same competence with 46 cars, 5170 tons gross, should a Foster Yeoman train suffer a signal stop on

J. Turner.

DURING adhesion trials, 59001/59004 climb Savernake Bank February 26 with 4300-ton train.

the ruling grade of the busy BR main line from the Mendips to London, the 0.735 per cent Savernake Hill. Consequently, BR has sanctioned regular single JT26CW-SS haulage of loaded 46-hopper trains.

THE first of the quartet took up revenue-earning service in mid-February, but the full planned service employing all four had to wait until May 12, because the intervening period was needed to complete the training of all the engineers who would drive the imports. Mondays to Fridays, the full program requires each locomotive to complete two quarry-transshipment terminal return trips per 24 hours, many of them during the night, and to move an average of 1.175 million tons of stone per annum. An additional trip out may be called on a Saturday, but otherwise this and Sunday are set aside for maintenance. Mark, by the way, the hopper as well as the traction productivity of the Foster Yeoman operation: to shift the annual gross of 4.7 million tons, the company deploys a stock of only 107 four-axle, 112 tons-gross cars and 178 two-axle, 56 tons-gross cars.

Through August 1986, the EMD's had turned in a performance of unprecedented reliability in BR experience for machines which, though embodying well-proven main assemblies, were as entities straight off the drawing board. From May through August their availability had been way above specification, at 99.2 per cent, and since mid-February they had already shifted 1.8 million tons of stone between them.

The 0.8 per cent of nonavailability was no way down to any fundamental miscalculation in the design. The only really troublesome failure occurred during the second mid-February weekend of evaluation tests of the 59002's adhesion, when she was suddenly immobilized on the Savernake Hill by the arcing of a main generator cable. That was traced back to human error during static tests before she left La Grange. Only three instead of the required four of her main generator cables had been connected to a main load bank, and consequently at least one of the three had been seriously overcooked. It looked at first as though the whole body hood would have to be lifted off (which would have demanded recourse to a main BR workshop) and the main compressor removed to renew the cabling. But the six-strong EMD crew then at Merehead somehow contrived elbow room within the casing to do the job on the spot in 10 days without dismantling any other major components.

In the first few weeks, a new type of relay showed signs of fallibility, so all 112 boxes on the four locomotives were replaced with the supplier's previous model before the May launch of the full-scale haulage program. The only real irritant thereafter was the hydraulic parking brake's tendency to leak on, the cause of which lay somewhere in the whole distinctive braking system specified for the order. But by summer's end, energetic laboratory work on mock-ups of a complete system by its suppliers appeared to have that problem licked too.

I've never ridden an EMD product in the U.S. I can only wonder, therefore, whether I would climb out of an SD40-2 with the same overriding impression that I had dismounting from a JT26CW-SS—of the most effectively sound-insulated cab I'd ever experienced in a diesel unit. I've never found conversation on the move so little a strain; in fact, I've been in one or two straight electric cabs with inferior soundproofing.

Every BR engineer I rode with rated the JT26CW-SS the most capable machine he'd ever handled, although ride quality alone left them less than enthusiastic—as good as but no better than that of their previous BR mounts, they said. At that juncture the Brits were still adjusting to some marked changes in driving technique needed to get the best out of the EMD product, compared with prescribed practice on BR's heavy-haul power. In particular, that whereas on the latter they had been trained to keep the amps in check at starting, EMD's men had urged them not to be frightened of digging straight into Notch 8 and seeing the ammeter needle surge into the dial's red sector. (Tractive force ratings: Continuous, 65,080 lbs. at 14.6 mph, 900 amps; 1-hour, 76,830 lbs. at 12 mph, 1025 amps; and one-hour, 91,370 lbs. at 9.7 mph, 1175 amps.)

On the last Saturday in June 1986, Foster Yeoman staged a dedication and naming of each of the four locomotives outside its Merehead maintenance depot. The manner of it couldn't have more fittingly crowned fulfillment of what Ken Painter has described in a letter to me as "our most dear project."

Of the throng packing a huge marquee for buffet lunch and free-flowing wine before the ceremonies, I guess no more than two score were VIP guests, such as BR executives. For the rest, the company had limited invitations to its own staff and the whole force of local BR railwaymen and their families. The feeling behind that gesture was underlined by Chairman John Yeoman from the rostrum. "I'm proud of all you Westbury railwaymen," he said. "I'd like to shake each one of you by the hand for what you put into keeping our trains going."

There was also strong EMD representation, fronted by the company's General Director of its locomotive business unit, John Gable. After formal unveiling of each locomotive's nameplate —*Yeoman Endeavor* on 59001, *Yeoman Enterprise* on 59002, *Yeoman Highlander* (to celebrate Foster Yeoman's latest enterprise, creation of a mammoth new granite quarry in Scotland) on 59003, and *Yeoman Challenger* on 59004—Gable's concluding address was especially striking for its warm tribute to BR and its technicians for their contribution to and collaboration in the design's evolution.

Gable ended with a tangible mark of this happy Anglo-American alliance: presentation of two locomotive bells. One, engraved with the names of each of "the Twenty-One," will stand in Foster Yeoman offices; the other, engraved with a salute to the partnership of Foster Yeoman, EMD, and British Rail, was to be mounted on the first of the four locomotives, 59001, to reflect a similar presentation to the Great Western Railway's steam *King George V* as a memento of its visit to the Baltimore & Ohio centenary junket in 1927. ⅄

G. FREEMAN ALLEN, veteran British railway journalist who currently edits Jane's World Railways, *is a longtime* TRAINS *contributor. Recent bylines include "What is the Mother of Railways Doing With Her Railways?" in October 1982 and "How Fares the European Freight Train?" in August 1986.*

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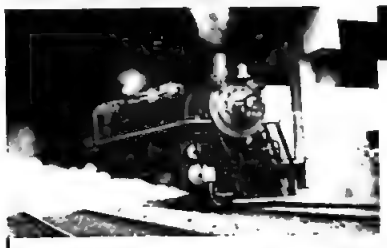

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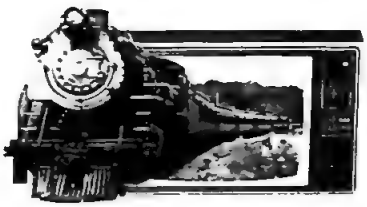

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R. E. RUFFELL

Camberley, Surrey
England

L&N GRATIFICATION

I received January 1987 TRAINS and was gratified at seeing my L&N article.

I thought it appropriate to mention errors obvious to me. On the map on pages 48 and 49, the Port Bienville Railroad connection is shown at Ansley. The connection is actually at what used to be known as Fig Orchard (now Port Bienville), exactly a mile east of Ansley. The Mississippi Export connection at Kreole was omitted.

J. G. LACHAUSSEE

Mobile, Ala.

The dotted-line trackage shown on the south (west) bank of the Mississiippi in the New Orleans map inset is incorrectly identified as SR for Southern Railway. The identification should be SP for Southern Pacific (ex-T&NO).

WILLIAM R. STEBBINS JR.

Odessa, Tex.

THE COSTA RICA STEP

I did enjoy reading "Coast to Coast by Narrow Gauge" [page 42, September 1986 TRAINS] by William D. Middleton. It appears that, step by step, I did the same trip about a year ago in order to travel the same lines as Mr. Middleton.

ALFREDO E. DUARTE

Boca Raton, Fla.

400 MEMORY

Howard Fogg's painting of C&NW's 2908 on the cover of December 1986 TRAINS was a masterpiece. His accompanying story [page 43] brought me back to the final years of the "passenger train that set the pace for the world."

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JIM GILBERTSON

Cheyenne, Wyo.

Howard Fogg has challenged the adage "you can't go home" in his imposing watercolor of the C&NW *400* in December 1986 TRAINS. His accompanying text was quite moving and reflects the fond memories he embraces. Perhaps his precious *400* is in a better place, most probably where the *Zephyrs* are stored.

JOHN J. SCALA

Mineola, N.Y.

VOICE AUTHORITY EXCLUSIONS

Frank W. Bryan's "Farewell to the Train Order" in November 1986 TRAINS [page 35] was well done and interesting. In the discussion of the evolution of procedure-based train operating control systems, two omitted examples merit comment.

The Pennsylvania Railroad "Rules for Conducting Transportation" dated October 28, 1956, has Rules 271-273 [page 52] that set the framework for such operation. The rules provide for the movement of trains ". . . on verbal permission of the operator when authorized by the Superintendent Transportation. . . ."

The last Rock Island Employees Timetable shows that the portion of the Missouri-Kansas Division between Kansas City and St. Louis (Subdivisions 18 and 19—295.2 miles) was operated by Voice Control rules 700-715. This operation was instituted as a result of the deterioriation of the communication systems and the closing of most of the agencies.

C. C. DEWEESE

DeSoto, Tex.

Thanks for the clear information on Track Warrant Control—"Farewell to the Train Order." That is just another fine example of why I read TRAINS—something I don't get in the other train magazines.

ROBERT R. HARMEN

Pueblo, Colo.

SOUTH ST. PAUL ERROR

I discovered a minor error in the Twin Cities map on pages 28-29 of October 1986 TRAINS, a superb issue. The C&NW trackage in South St. Paul shown as ex-Rock Island has always been a C&NW track. The ex-

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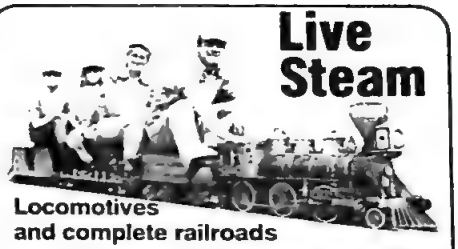
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Chicago Great Western track parallel to the west, correctly shown as abandoned, was done so about 1974, and the line shown as ex-RI is in fact a line relocation made by C&NW because of highway and urban renewal projects undertaken by the city of South St. Paul, which needed the former CGW right of way. The new line skirts the old South St. Paul stockyards. Rock Island had trackage rights here, and you'd see the "Shoreham Rockets" [or Rocky Soo transfers] on this line; today, Soo's trains to Roseport are seen on it.

TIM KEEGAN

St. Paul, Minn.

☐ A news item concerning this area is that the Soo Roseport trains, and C&NW freights, no longer use the ex-CGW Robert Street bridge, on which the Rocky Soo transfer was pictured in this "Tale of Twin Cities" article by Steve Glischinski [page 31]. All C&NW and Soo Roseport trains now cross the Mississippi River on the next bridge south, the ex-StPB&T span. Since Soo's trains now come from the ex-MILW St. Paul Yard (Pig's Eye), they must back out to get onto this route.—J.D.I.

THE FORTUNATE 587

After reading Mike Landry's "My Engine Back in Service" [page 66, August 1986 TRAINS], I felt the joy of serendipity, secure in the knowledge that NKP 587 will indeed return to service.

Mr. Landry will be pleased to know that "Project 587" plans to fire up and break in

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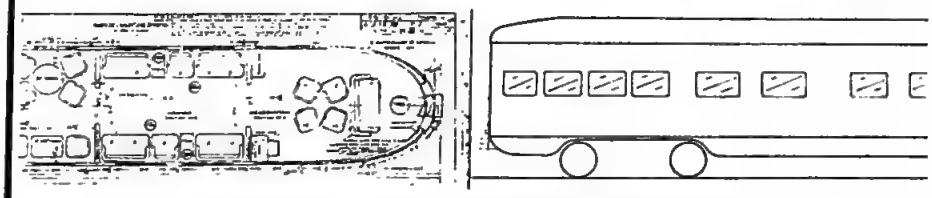

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the 2-8-2 sometime in 1987. While several tasks await completion, all boiler and firebox work is finished. Also, the Project's volunteers have rebuilt 587's brake rigging, appliances, stoker trough, cab deck, tender's stoker trough compartment, and electrical wiring. There is more to be done.

The "Friends of 587" committee has raised over $80,000, has placed the 587 on the National Register of Historic Places, and has made "NKP 587" a household word in Indianapolis.

JAY WILLIAMS
Co-Chairman, "Friends of 587"
Indianapolis, Ind.

EXCELLENT EXPO

I enjoyed the coverage in September 1986 TRAINS [page 18] of the Steam Expo in Canada, but I have a correction.

The engines, excluding 2860 (mentioned on page 19), which was given the honor of leading the parade, were arranged in chronological order of the original engines, not size. Certainly the Falk was smaller than the City of Winnipeg Hydro No. 3, and also smaller than the Inyo.

DAVID LARSON
Vancouver, B.C.
Canada

NIGHTMARES ON TRAGEDY

An uncontrolled shiver passed through me when I started to read Robert Patterson's "Tragedy Recalled" [page 38, October 1986 TRAINS].

Already a longtime railfan and just learning to read, I will never forget that Thanksgiving of 1950. We were living on Long Island at the time, and even the New York *Times*, always a model of restraint, published pictures which gave me nightmares for weeks. I could not get over those views of limbs and bodies hanging out of the

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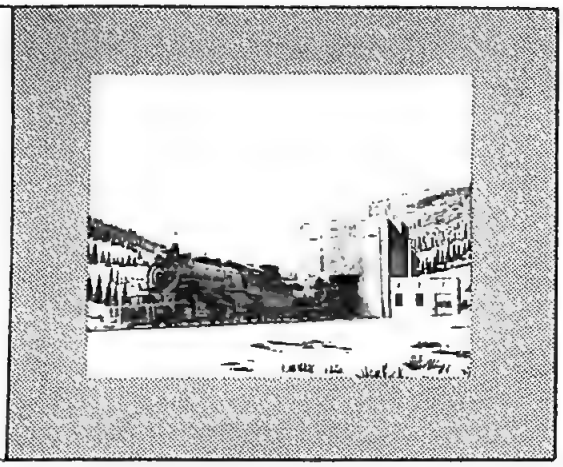

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wrecked M.U.'s, and I had trouble wanting to accept that the following train was traveling at such a rate that it burrowed under the rear of the stopped one. The Long Island Rail Road was our local form of transportation, and a terrible pall fell over us for that Thanksgiving. I have never been able to ride the LIRR and look at those owl-eyed M.U.'s again without thinking of that fateful Thanksgiving. Only now with the new equipment do I, on visits up there, have some feeling of insulation from those nightmares of that wreck. Mr. Patterson is to be commended for his professionalism in the face of a terrible wreck, the worst of which took place within a few feet of him. His recall of the situation is remarkable after such a length of time and terrible experience, and I'm pleased he shared his memories. He helped me to understand it, both the circumstances that led to the wreck, and many of the safety changes that took place as a result of the tragedy.

JAMES F. FITZWILLIAM

Durham, N.C.

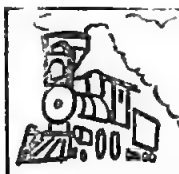
The town in "Tragedy Recalled," on page 30 of October 1986 TRAINS, in which that terrible accident happened was not Rockville Center but rather Rockville Centre.

WILLIAM E. WARDEN

Waynesboro, Va.

IMMUTABLE MONSON

With regard to "The Marvelously Immutable Monson" [page 48, November 1986 TRAINS], let me assure Editor David P. Morgan that his Dad's word for it is no exagger-



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ation—a first-class compartment in a Midland Railway carriage *was* a luxury to be savored in the years before 1923, when the Midland Railway lost its corporate identity under the Railways Act of 1921.

And I should like also to assure you that third-class accommodation on the Midland was almost as luxurious and certainly the equal of first-class on other lines.

It seems apposite to quote the anecdote with which I closed the second volume of the recently published *Midland Railway Carriages*. A cosmopolitan group gathered in a Paris cafe after the 1914-1918 war was discussing the question "What is most characteristic of the English people?" Various opinions were advanced, all of them good, such as a London policeman and the periodical *Punch*. But unanimity was not reached until somebody suggested a Midland Railway third-class dining car!

GEORGE DOW
President, Midland Railway Trust
Audlem, Cheshire
England

MEMORIES OF GERALD M. BEST

Six decades ago, there was a technical magazine published in San Francisco titled "Radio." The one contributor whose articles stand out in my memory was Gerald M. Best. I never knew Mr. Best, but studied each of his articles intensively. Whoever he was, he was to be admired because of his knowledge, his ability to explain the subject, and his gift for inspiring further study.

Among his most memorable articles was "The Best Superheterodyne," which was a

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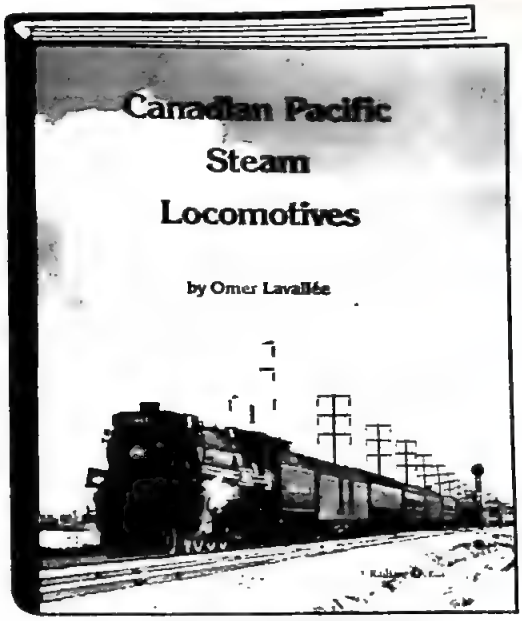

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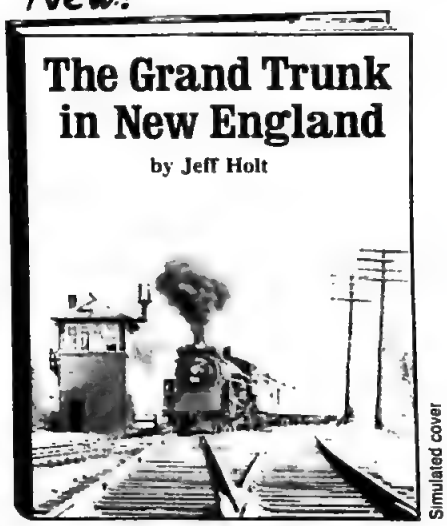

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In the early 1920's, while attending L.A. High School, I started buying various technical magazines. In 1934, they were all donated to the UCLA Library. Let us hope that they might still be available to researchers—with his articles among them. Surely, this must be the same Gerald M. Best as on page 36 in August 1986 TRAINS.

CHARLES W. GAYMAN JR.
Burbank, Calif.

PENNSY DISCREPANCIES

"Time to Unload" [page 56, November 1986 TRAINS] by John A. Terhune was a fascinating story about locomotive operations on the Pennsy.

The original PRR engine out of Enola was given as 6805, class M1, which was a 4-8-2. The facts that this engine had a large tender, a feedwater heater, and Standard HT stoker prove that it was not an M1 and not the 6805. It had to be the 6705, class M1a, which had the aforementioned equipment. Also, the 6705 was a Philadelphia Division engine.

The point of the story was an inoperative feedwater heater pump, but I fail to see how or why this would have caused any real problems and why it was necessary to get a replacement engine.

BERT PENNYPACKER
Philadelphia, Pa.

☐ When we stopped at Thornedale with the 6910, we were met by an Assistant Road Foremen of engines, who asked the same questions about the inoperative feedwater pump and said that we should have continued the run using the injectors. Engineer Rogers' reply to this statement is unprintable, and we never heard any more about cutting the engine off.—JOHN A. TERHUNE.

TIMETABLE QUESTIONS

I can't answer Richard Steinheimer's question about why the Milwaukee continued to prohibit UP Challengers and gas turbines long after they had been scrapped ["Confessions of an Employes' Time Table Freak," page 86, December 1986 "TRAINS Turntable"]. My Coast Division Time Table No. 35 of April 15, 1956, shows them prohib-

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ited from the Stuck River bridge, a wooden covered bridge, and an industrial track at Sumner, Wash. They were also limited to 60 mph between Tacoma Junction and Black River.

JOHN R. MILLER

Tacoma, Wash.

I've never met Richard Steinheimer, but I've heard about his unquenchable enthusiasm. It shows in his December 1986 "TRAINS Turntable."

WAYNE DEPPERMAN

Camas, Wash.

WHERE'S THE DOODLEBUG?

Donald D. Smith's "Pennsylvania 4666" in September 1986 TRAINS [page 50] was interesting and informative. However, I did search in vain to the last word for him to affectionately refer to Pennsylvania 4666 gas-electric as a "doodlebug." That's how we knew them in Indiana, Pa., when PRR utilized one on its branch from Blairsville and B&O did the same from Punxsutawney in the 1930's.

RICHARD K. DIEHL

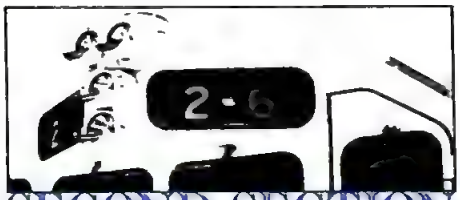
Saxonburg, Pa.

STEAMY STORY

I enjoyed "The Leslie Brothers and Their Giant Snowblower" [page 26, January 1987 TRAINS]. The interior of a steam rotary had always been a mystery to me, and I couldn't put the magazine down until I finished reading the article.

ROBERT MAYER

Alexandria, Minn. I



SECOND SECTION

Anatomy of a fan trip . . .

The computer has come to fan-trip operators, and Bluegrass Railroad Museum of Lexington, Ky., published an analysis of its annual two-day trip September 13-14, 1986, down Southern's old "Rat Hole" Division to Chattanooga, Tenn., and back, 510 miles, in the October 1986 issue of its newsletter *The Connecting Rod.*

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"Use of the computer to process ticket sales allowed BGRM to keep a close tally on passenger information, to present hotels with an exact count, a list of which passenger was in which hotel, a set of stickers to help with check-in procedure, and an exact tally to control BGRM's costs during the trip." (If all this helped alleviate the mass confusion that usually accompanies a trainload of 700 busing to motels, then standing in line while motel employees act as if they didn't expect even 20 people, more power to the computer.)

Anyway, Bluegrass's population figures for its 733 passengers on this trip were somewhat surprising, in that they affirm that this type of excursion, with long mileage and an overnight stay, is more than a local event. Only 403 riders, or 55 per cent, were from Kentucky, 280 of them from the local area. Neighboring Ohio contributed 73 passengers (10 per cent), and Illinois 32. No other state sent more than 25, but *31 states*, including all three on the Pacific Coast, four of the six in New England, and others as distant as Florida, Texas, Colorado, and Minnesota, were represented. Three passengers came from Canada.

On the northbound return on Sunday, BGRM members circulated a survey, from which more surprising things were learned:

☐ 70 per cent would prefer a three-day trip that includes a free Saturday in Chattanooga

☐ 68 per cent prefer steam power but 20 per cent don't care what pulls them

☐ 76 per cent were first-time riders, and 77 per cent said they'd come back

Advertising sources also produced a surprise: 25 per cent of those aboard read about the trip in rail publications, 23 per cent in newspapers, 10 per cent from trip brochures, and 2 per cent from radio . . . but 35 per cent heard of it by word-of-mouth from friends!

BGRM also lauded Southern and the

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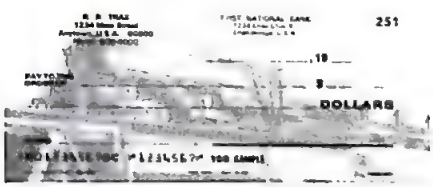

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Oneida, Tenn., fire department for the operation. The photo runbys were performed in 23 minutes (30 minutes usually is the ballpark norm), and the Oneida stop to service N&W 4-8-4 No. 611 and water the train was accomplished in 45 minutes southbound and 33 minutes northbound. This included feeding the 733 passengers lunch.

Now, let's hope Norfolk Southern can overcome any possible insurance problems so BGRM can try to beat this performance with its 1987 trip!

Do you have knowledge of two World War II locomotives built in England that *might* have come to the U.S.? Hugh F. Foster Jr., Major General, U.S. Army (retired) is writing a history of U.S. Army railway hospital trains, and he has been helped immeasurably by the British Army Museum of Transport, whose consultant, Tony Lambert, in turn, has final disposition data on *all but 2* of over 5000 steam locomotives in his records. The locomotives are: 5132, a 1944 Vulcan 2-8-0, British War Department No. 79189, which left Holland in January 1946, went to the Antwerp (Belgium) port, and "disappeared"; and 2851, a 1943 Hunslet 0-6-0T saddletanker, BWD No. 75002, which reportedly went to Fort Eustis, Va., and was scrapped in 1952. Contact Maj. Gen. (Ret.) Foster, 97 Turkey Lane, Furlong, PA 18925.

REMEMBER the "Ann Arbor RS1 Fund," a private effort to get either such Annie Alco, No. 20 or 21, repainted into the original blue-white-and-gray scheme inspired by previous AA parent Wabash? Through no fault of the originators, John Benson and Christopher Manthey of Cleveland, the effort got bogged down in the red tape surrounding the railroad in its post-Conrail era. (The bankrupt line was to have gone to CR, but CR wouldn't have kept much of the trackage, which the State of Michigan wanted retained, so the state bought it and hired Michigan Interstate as operator.) The Alcos, state-owned, sat at Owosso out of service.

Thanks to the State, the RS1's were spared, donated by Michigan DOT to the Southern Michigan Railroad Society before the state auctioned off its surplus Annie equipment in late 1985. Benson and Manthey conveyed the $1000 they collected to SMRS, and SMRS intends to pursue the matter and make one RS1 operational (both have failed main generators) and repaint one or both into the original colors. The

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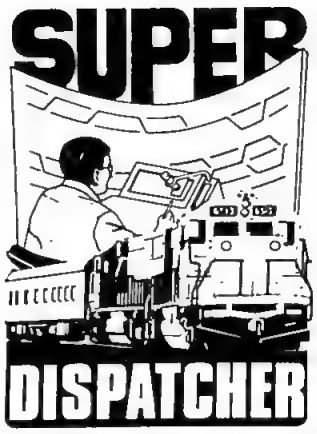

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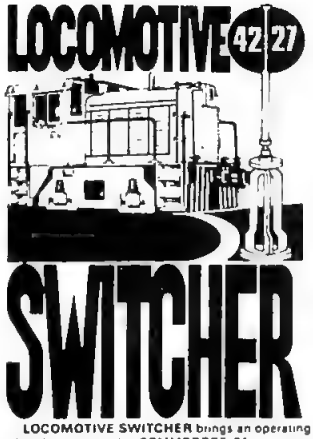

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other RS1 would be a static display on the group's 13.5-mile former New York Central Clinton Branch, near Adrian. (Don't confuse the RS1's with orange ex-Green Bay & Western RS2's 301 and 303, now also at SMRS, which Michigan Interstate used on the Toledo-Ann Arbor segment, which it still operates with ex-Conrail GP38's.) Contact SMRS at Box 434, Clinton, MI 49236.

THREE new railroad historical societies are on the scene. William L. Pippin Jr. is launching the Central of Georgia Railway Historical Society; contact him at P.O. Box 9966, Atlanta, GA 30319. Already formed is the Southern Railway Historical Association, 242-A South Union Street, Concord, NC 28025. Illinois Traction Society, covering Illinois Terminal and predecessors, has issued its first newsletter. Write Secretary-Treasurer George Wynn, 1125 Oakwood Ave., Danville, IL 61832.

THOSE of you who monitor railroad frequencies on radio scanners have no worries from the Electronic Communications Privacy Act of 1986 (ECPA), mentioned in this column on page 74 of November 1986 TRAINS. In the *RCMA Newsletter* of the Association of North American Radio Clubs, which bills itself as the "first national and international organization of monitor radio listeners," Bob Horvitz, ANARC Government Affairs Liaison, summarizes the ECPA in a preliminary analysis. Therein, under "what may legally be monitored," is listed "any governmental, law enforcement, civil defense, private land mobile, or public safety (including police and fire) radio communications system which is 'readily accessible to the general public'." Railroads fall under "private land mobile," so as Bill Farmer and Ed Von Nordeck, who provided us with the ANARC analysis, said, "Trains? No problem, just hear it all." If you have further questions or interest, write and enclose a stamped, self-addressed envelope to William Mauldin, RCMA General Editor, 961 Azalea Street, Boca Raton, FL 33432.

J. David Ingles

P.S. Are we reading too much symbolism into the fact that the wrap-around cover illustration for the Association of American Railroads' annual statistic pocket-size booklet "Railroad Facts" for 1986 shows a *yard*, and one full of nothing but *40-foot box cars*, at that? I

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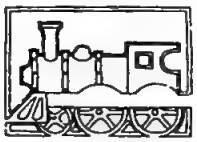

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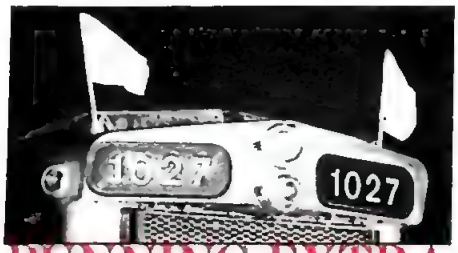

RUNNING EXTRA

Railfan Excursions Only

Although every possible precaution is taken to ensure accuracy, TRAINS assumes no responsibility for errors in listing fan-trip schedules, which are subject to change without notice. Copy is due on the 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.). Insertions should be submitted in typed form and in TRAINS' style. Please specify whether times are Daylight or Standard. We reserve the right to edit undesirable copy or to refuse listing. Each insertion up to 10 lines (approximately 50 characters per line) $12.75 in advance; each additional line, $2.60; one 10-line insertion for 6 months $65. Make checks payable to TRAINS magazine, and address all correspondence to "Running Extra." Attn: Cathy Schnackenberg.

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EXTRA MOVEMENTS

March 19-23, 1987: St. Louis, Mo., to New Orleans, La., private car trip on ex-Frisco Pullman "Cimarron River" and ex-California Zephyr dome-lounge "Silver Lounge." Round-trip in roomette, including meals, $375. For more details or to get on mailing list for future trips from St. Louis, write to: Meteor Rail, 4360 Contessi Ct., St. Louis, MO 63128.

Saturday, March 21, 1987: "Sugartime Special." Boston South Station via Conrail and Central Vermont Railroad to Brattleboro, Vt. Station stops at Framingham, Mass., and Worcester, Mass. Ride modern Amfleet equipment through the changing New England countryside. Leave South Station at 8:30 a.m. and return during the early evening. Fares: $44 adults, $22 children (16 and under). For reservations write Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136. Call 24 hours (617) 361-4445.

March 28, 1987: Denver-Winter Park, Colo. Special charter of ex-California Zephyr/Rio Grande Zephyr dome-lounge-observation car, Silver Sky, will operate in the consist of the D&RGW Ski Train. Round-trip fare of $67 includes buffet breakfast aboard car, afternoon program and bus ride from Winter Park to photograph Ski Train and California Zephyr. Snow Cat trip to Rifle Sight Notch and skiing optional. For tickets and flyers send SSAE to the Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201. (305) 572-7868 or (305) 693-7822.

March 28-April 11, 1987: The Grand Spring Tour - Amtrak to the Mississippi Queen. Circle America by train and cruise to Pilgrimage Time at Natchez, Miss., on the sternwheeler SS Mississippi Queen. West coast group travels via Empire Builder to Chicago, Ill., stays one night at the Palmer House, tours Chicago, then takes the City of New Orleans to the Crescent City. After the cruise, west coast group returns via the Sunset Limited to Los Angeles, Calif., and the Coast Starlight from there. East coast passengers take the Crescent to New Orleans, La., then, after the cruise, the City of New Orleans to Chicago and the Cardinal, through the New River Gorge, or the Broadway Limited home. The cruise tour for all passengers is fully-escorted and includes two nights at the elegant Maison Du Puy in the French Quarter, a cruise on the lower Mississippi on the authentic steamboat SS Natchez, a complete city tour, St. Charles Street Trolley trip, and a five-night/six-day cruise on the largest, most deluxe steamboat ever built, the SS Mississippi Queen. The MQ will call at Nottaway House, Baton Rouge, La., St. Francisville, La. (home of gorgeous Rosedown Plantation and gardens), and Natchez. The annual Pilgrimage will be underway in Natchez, with peak spring flowering and many extra mansion homes open. Tour includes most meals, all city tours, rail and cruise fares, sleeping cars, transfers, and escort services. From the west coast (all cities), tour costs from $2199 per person, double. East coast, from $1199. To book or for more information, call Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402 (206) 383-8000.

April and May 1987: Experience private rail car travel aboard the elegant art deco "Caritas." This open rear platform private car will depart from Philadelphia, Pa., for various weekend round trips: April 17-19 Savannah, Ga., April 24-26 and May 8-10 Williamsburg, Va., May 16-17 Boston, Mass. Day trips to Washington, D. C., Baltimore's Inner Harbor, New York, and Harrisburg. Trip limited to 16 guests. Contact: Silver Carpet Lines, 1507 Woodland Ave., Folcroft, PA 19032. (215) 622-1900.

May, 1987: Mexico. For the dedicated rail traveler, three departures, 8-12 days each. Featuring Special Train on "Mexican Northwestern" during daylight southbound from Juarez and ride on main line through Copper Canyon. Depending upon date selected, itinerary will also include: Visit Steam Railway, Los Mochis, ride narrow gauge Oriental-Teziutlan, ride Private Lumber Railway "Bosques de Chihuahua" as first passengers ever carried, Manzanillo line, Ameca branch from Guadalajara, new Double Track Mexico City-Queretaro, overnight stops for sightseeing Guadalajara, Mexico City, Copper Canyon, optional steam excursion Cuautla narrow gauge. Trips will use private open-platform lounge/diner serving supervised U. S. style meals. Because of unique visits to industrial lines, passenger limit on each trip is restricted to 22 people. Escorted from El Paso by American Escorts, fully experienced in Mexican rail travel. Brochures on all departures, LSSAE to: Let's Travel Tours, P.O. Box 2768-AA, Riverside, CA 92516-2768.

May 1-3, 1987: CALS 13th Annual Railroad Weekend in the Alleghenies offers "The Best of Cass." Two logging trains limited to 50 adults each provides people-free photos and great sound possibilites. Trains headed by Shay locomotives fight their way to the top of Bald Knob, returning as doubleheader. Many photo runbys and consist changes including an engine reversal on mid-mountain wye. Free cab ride for all and you ride in cabooses. Registration with "ice-breaker" barbeque and entertainment Friday in Cass shop. "Country banquet" in Durbin Saturday evening. Interpretative diorama of Cass and old sawmill are new features this year. Total train fare $75. Send large envelope (with two stamps inside) for complete details to: CALS, Inc., 9617 Hillridge Dr., Kensington, MD 20895. Send no money with inquiry, but if no SSAE or stamps, we will not reply.

May 1-11, 1987: Colorado Rails '87. Springtime in the Rockies. Deluxe travel by private rail car from Los Angeles, Calif., to Denver, Colo., behind Amtrak's Desert Wind/California Zephyr. Tour includes D&SNG Railroad "Silverton," Royal Gorge, Pikes Peak, Georgetown Loop, and much more. Space is limited to 32. For reservations and information write Slotsy Tours, 1821 W. Commonwealth, Suite H, Fullerton, CA 92633.

May 21, 1987: Seven-day Canadian Rockies and Prince Rupert tour. Cross British Columbia from ocean to Rockies four times. Travel will be on the VIA's "Super Continental" and "Skeena." Four nights in sleepers. Bus, tours, hotels, most meals, and trains included for $599 Canadian (approximately $425 U. S.). Brochure: West Coast Railway Association, P.O. Box 2790, Vancouver, B. C., V6B 3X2 Canada. (604) 520-3455.

May 23-25, 1987: New York Railroad Weekend, sponsored by the Electric Railroaders' Association, Inc. May 23: Metro-North/Conrail Grand Central Terminal-Danbury-Hopewell Junction-Beacon-GCT, including freight-only trackage, New Haven-painted FL-9's and Bombardier coaches. May 24: Subway trip using unusual or to-be-scrapped equipment and/or unusual trackage. May 25: Long Island Railroad Morris Park Shop tour. For fares and further information, send SSAE to the ERA Trip Committee, P.O. Box 2548, Grand Central Station, New York, NY 10163-2548.

May 24, 1987: Once in a lifetime opportunity! Exclusive 8-car special train limited to 270 passengers. Possibly the last chance to ride behind Union Pacific 3985. Small number of passengers means unique photo opportunities on Sherman Hill. A great trip for only $165, Cheyenne, Wyo., to Laramie, Wyo., and return. For details: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201.

June 13-21, 1987: "Colorado Rails" circle from Denver to Denver. Georgetown Loop Railroad and Colorado Railroad Museum, California Zephyr via Moffat Tunnel to Glenwood Springs. Motorcoach to Leadville, Alamosa, Cumbres & Toltec Scenic Railroad, Antonito to Chama. Parlor car on Durango & Silverton Narrow Gauge Railroad. Million Dollar Highway to Ouray, Garfield, Cripple Creek, and Colorado Springs. M&PP Cog Railroad to Pikes Peak. For details: Overland Chapter NRHS, 1412 Twelfth St., Moline, IL 61265.

June 21-July 5, 1987: Canadian extravaganza. A once in a lifetime trip aboard all-Pullman Special Train to Canada's Northwest Territories. Departing from Winnipeg on CNR, we will pass through Ochre River, Canora, North Battleford, and Lloydminster on our way to Edmonton, Alberta. Then on June 23 it's off to Pine Point and Hay River, NWT via the Northern Alberta Railway and the Great Slave Lake Railway. We will have a day of leisure to enjoy the beauty of Northern Canada's wilderness and to visit Yellowknife, a short boatride across Great Slave Lake. Heading south again, the first stop will be Dawson Creek, B. C. From there we head east to Grand Prairie, Alberta, and Jasper, where we will spend Canada Day. On July 2 we hook back up with the CN main line going to Edmonton, then south via Camrose to Calgary. The return to Winnipeg will be through Alsask, Regina, and Brandon, arriving in Winnipeg on July 4. With more than 3000 unduplicated freight miles, this trip is not to be missed. Tickets will be approximately $3000, all inclusive, and a $300 deposit is required to hold your reservation. Total passengers will be limited to 70 so make plans now! For further information or to reserve a space contact: High Iron Travel Corp., P.O. Box 5344, Denver, CO 80217.

September 13-19, 1987: Seven-day tour of the British Columbia Railway by Budd car. Railfan special on the only railroad that operates steam, diesels, and electrics, all of which you'll see. Over 2400 miles! $675 Canadian (approximately $475 U. S.) includes charter train, hotels, and most meals. Brochure: West Coast Railway Association, P.O. Box 2790, Vancouver, B. C., V6B 3X2 Canada. (604) 520-3455.

OVERSEAS

Austrian Rails – September 18-October 4, 1987: To celebrate the 150th Anniversary of Austrian railways, nine steam specials will operate featuring main lines, branches, and narrow gauge. In cooperation with Locomotive Club of Great Britain, this program will be limited to a maximum of 120 participants to insure good control for photography. Priority given to Eastern Austrian lines that could be possible candidates for closure including some that are already freight only. Hotels at Vienna Gmud and Linz. For complete details: Overland Chapter-NRHS, 1412 Twelfth St., Moline, IL 61265.

Britain – July 27-August 10, 1987: Imaginative, quality rail and cultural heritage tour. Full rail program for the fan with unique parallel optional sightseeing for non-fan spouses at no extra cost. Sample steam on main line, cog, and narrow gauge, diesel HST, Pullman, fabulous Manx interurban, horse cars, rail and trolley museums, tourist roads, dinner in the diner. Visit London, Stratford, York, Edinburgh, Isle of Man, and Wales. Comfortable hotels, good food, first class travel in Britain. Details: ESS, 152 Knollglen, Irvine, CA 92714. (714) 642-8755

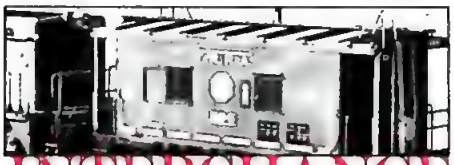
British Rails – July 1-19, 1987: Covers England, Wales, and Scotland by first class rail and motorcoach. National Railway Museum at York, North Yorkshire Moors Railway, Severn Valley, narrow gauge steam lines in Wales, Snowden Mountain steam rack line, Chester, Blackpool trams, Isle of Man steam and electric, West Highlands Line, Kyle of Lochalsh, Glasgow, Edinburgh, and London. For details: Overland Chapter NRHS, 1412 Twelfth St., Moline, IL 61265

England and Wales – May 30, 1987: Lots of trains and other attractions. Trip includes a return-when-you-want feature. Steam trains, high-speed, York. $2499, Canadian includes return flight, trains, tours, hotels, and most meals. Brochure: West Coast Railway Association, P.O. Box 2790, Vancouver, B. C., V6B 3X2 Canada. (604) 520-3455.

England – June 6-20, 1987: The "Mayflower Rose" tour. Mainline steam and preserved branches; see a Big Boy in steam (okay, only 7¼" gauge!) and "Big Jim" S160 featured in "Yanks" movie. Escorted by railway writer and former editor of "Modern Railways," James Abbott. Centredon first class hotels in London, Plymouth, and York. Full alternative program for partners. Land price $1500 per person double occupancy ($180 single person supplements), with low air add-ons. For further details and bookings call (800) 233-2585 or write to Capricorn Tours, 115 Post Rd., E., Westport, CT 06880.

Scandinavian Rails – June 11-28, 1987: Covers Denmark, Sweden, Finland, and Norway in first class coach and sleeper accommodations. Danish rail-ferry operations, DSB museum at Odense and Copenhagen area museums. Stockholm sightseeing includes 2-foot gauge steam museum in nearby Marielred. Silja Line ship to Helsinki and Finnish lake steamer. Cross Arctic Circle by rail enroute to Narvik. Fjord cruise and famous Bergen Railway, Flam branch. For details: Overland Chapter NRHS, 1412 Twelfth St., Moline, IL 61265.

European Rail Tours 1987: Small group (16 or less). Send SSAE to Rail Road Tours, P.O. Box 465, Hyde Park, MA 02136. Call (617) 361-3609.



INTERCHANGE

Please furnish street address for TRAINS' private records when using a P.O. Box number.

This department is for the convenience of readers wishing to acquire or dispose of railroadiana. TRAINS reserves the right to edit undesirable copy or to refuse listings. Rate: 45 cents a word in advance. Count all numbers and initials, including your name and address (but not including zip code number). Copy should be type-written or printed. Make checks payable to TRAINS magazine, and address all correspondence to Interchange, Attention: Cathy Schnackenberg.

CLOSING DATE: 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.).

READERS' NOTE: When advertiser says SSAE or SASE he requires stamped, self-addressed envelope with your inquiry. LSSAE is large envelope.

FOR SALE

Railroadiana for sale: Rare and diverse offering of railroad china, silver, lanterns, globes, brass locks, keys, and miscellaneous for sale. Continuously offering service plates. George Washington china and unknown top-marked patterns. Send $1 (refundable on first purchase) and LSSAE for unique listing to Golden Spike Enterprises, P.O. Box 422, Williamsville, NY 14221.

Miscellaneous magazines, 1915-1982. Railroad Cyclopedias, Baldwin Locomotive magazines. 60¢ SSAE. Ben Smith, 861 Ronnie, Philadelphia, PA 19128.

Wide selection of quality railroadiana, all guaranteed. Locks, keys, lanterns, dining car items, steam whistles, builder plates, hardware, telegraphy, etc. Will take consignments, also buy. For details and 24-page list, send $1.50. T&L Railroad, 4512 Montrose, Houston, TX 77006. (713) 523-4356.

Great gifts! Cannonball watches, clocks, limited edition plates. Oshkosh bib overalls and hats for the entire family. Mouth-operated whistles. Cannonball mug – add hot liquid and watch the train leave on time. Send for free list. See our display ads in previous issues. The Depot of Sullivan, Dept. T, P.O. Box 137, Sullivan, IL 61951.

Dining-car china, glasses, silver, ashtrays, timetables, railroad metal, rules, cloth, paper. Send long 39¢ stamped envelope for big list. Several railroads. McClellan, 1752 S. Wichita, Wichita, KS 67213. Also buying large, small collections of railroadiana.

Over 10,000 back issues of magazines. MODEL RAILROADER, TRAINS, RMC, etc. Please send your want list. All magazines, 75¢ each plus postage. The Plain Dealer, 5 Mohawk Dr., Wolcott, CT 06716. (203) 879-9797.

Original Kodachromes and negatives. Lists and sample, $1. Colbert, Burton, OH 44021.

Broad assortment of railroadiana for sale. Four quarterly lists for $1. Charles A. Coulomb, Box 116C, Convent Station, NJ 07961 or (201) 689-3990.

Photos and slides. This is our third catalog of slides and color prints. We have over 300 companies available, more than 1300 views, including all major railroads, shortlines, switching and terminal roads, industrials, freight cars, cabooses, and steam engines. Valuable for railfans, scratch-builders, and modelers. Most slides and photos are ¾ view and centered, perfect for whatever your needs. Send for our 26-page catalog with complete ordering information. $3 ($5 overseas) plus free 3" x 5" photo. Rail Photos Unlimited, P.O. Box 2306, Joliet, IL 60434.

Now available. Pacific Electric map, the world's largest suburban electric railway, over 1000 track miles in four counties, 1925 revised. Accurate, authentic, detailed. $3 postage paid. Kalor, P.O. Box 971, Alta Loma, CA 91701

Slides: Prototype Pix is thinning out its collection. No duplicates, all originals, our choice. Forty slides for $8. Prototype Pix, 8404 Gemini Dr., W., Jacksonville, FL 32217.

Build your collection with fine quality original black-and-white negatives and Kodachrome slides. Choose from current and extinct railroads and motive power. Wide choice of areas. Many pre-Conrail and other hard-to-locate items. Get those elusive slides and negatives. Send SSAE for free facts and prices. William J. Brennan, 82 Devonshire Rd., Cedar Grove, NJ 07009

Black-and-white photos: Trolleys and interurbans, mostly taken from 1944 to 1955. Send $3 for detailed computerized list of 2,300 scenes and sample. Scholes Photos, Dept. TR, 1423 Kelvin Court, Cincinnati, OH 45240.

Steam and diesel black-and-white photos. Mostly midwest roads, 1940's and 1950's. Send $1.50 for computerized list of 650 scenes and sample. Scholes Photos, Dept. TR, 1423 Kelvin Court, Cincinnati, OH 45240.

Members' duplicate slides: Railroads of eastern Pennsylvania and other eastern states. Send $1 and LSSAE with 39¢ postage for list No. 11 and sample. List closes April 30, 1987. Hawk Mountain Railway Historical Society, Inc., P.O. Box 372, Allentown, PA 18105-0372.

American Rails: If you're not reading it, you're not getting all the railfan news. Six issues for $10. Sample $2. Write: American Rails, P.O. Box 286-T, Geneseo, IL 61254.

PRR. Over 1000 slides: Steam, diesel, electric, passenger, and freight cars, MOW, and cabins. See FJC below.

Locomotives, passenger, and freight cars. Duplicate slides, plus MOW and cabooses for most roads. List and sample, $2. FJC, P.O. Box 3102, Newport, DE 19804-0102.

Back number magazines, books, Official Guides, and other railroadiana. LSSAE for list. Vallette, P.O. Box 447-C, Bethayres, PA 19006.

Original slides of Dave Hamley and Bob Yanosey. Most mainline and industrial roads. LSSAE to RJY, 11 Sussex Court, Edison, NJ 08820.

Railroad video. Send LSSAE for catalog to: Richard W. Clark, 607 McNeill Rd., Silver Spring, MD 20910.

"Rails Across the Berkshire Hills:" Conrail and B&M action in western Massachusetts. Softcover, 60 pages with 100 black-and-white photos. Color cover. $9.95, postage paid. Order from John Bazan, 51 Preston Ave., Pittsfield, MA 01201.

Authentic railroad memorabilia: China, silverplate, glassware, linen, keys, locks, lanterns, and timetables. Newest listings $1.50. Railroad Artifacts, P.O. Box 305, Cheektowaga, NY 14225-0305.

DL&W, Erie, LV, CNJ annual reports, instructions. Send LSSAE to RJY, 11 Sussex Court, Edison, NJ 08820.

Railroadiana and rare books: Rail, sea, and air. LSSAE for list to D. Wornom, 221 N. Kenilworth, 101, Oak Park, IL 60302.

Narrow gauge (3') railroad for sale. 2-6-0 Porter, new boiler, and new tender, as per original. Oil-fired, air brakes. Cutest little engine there is. Two cabooses, one flat car, one 36' passenger car, one hand pump car, and one work car. All kept under cover in perfect condition. Six 60 lb. stub switches including 3-way stub. A lot of 60 lb. rail, much more. Everything goes to one buyer, will not separate. (608) 452-3590.

Bledsoe Rail Slides: Over 60 different high-quality 35mm sets available. Send for free samples and catalog. P.O. Box 377, Crowley, TX 76036.

Back issues: TRAINS, MODEL RAILROADER, Railroad, and others. SSAE for list. Alker, Mayflower Court, Martinsville, NJ 08836.

Black-and-white photos are now available from Charly's Slides. Steam and trolley. Send $2 for catalog, state interests. Charly's Slides, 160 Clarks Pike, Creighton, PA 15030.

Dining car china, silver, linen, glassware, operator manuals, timetables, rulebooks, playing cards, menus, and other railroadiana. When in the Athens, Ga., area visit Memory Station. Twenty miles north of I-20 or 40 miles south of I-85 on U. S. Hwy. 441. Memory Station, P.O. Box 56, Watkinsville, GA 30677. (404) 769-8986.

Quality duplicate color slides. Twenty slides per set, only $9. Sets include Amtrak Heritage, CB&Q/C&S, FW&D, Frisco, KCS, Milwaukee, Mopac, OK&T, SP, and UP. Two sets each, CRI&P, D&RGW, Katy, and four sets AT&SF. List and sample $1. Trackside Slides, 245 S. E. Robin Rd., Bartlesville, OK 74006.

Fogg reproductions: Full-color, initial run from original Fogg paintings of Alco diesels. SSAE for price list. The Mailbox, R.D. 3 - Jockey St., Ballston Lake, NY 12019.

Original Kodachrome slides, black-and-white negatives. Over 2000 subjects. List and sample, $1. Paul K. Withers, R. D. 4, P.O. Box 170H, Halifax, PA 17032.

"Dining On Rails" is going out-of-print soon. Only 100 copies available. If you are a china collector, don't delay the addition of this 320-page book (with 903 quality black-and-white photos) to your library. Send your check or money order for $43.95 to: RK Publishing, 3875 Eaton St., Denver, CO 80212. Coming in '87: "Teapot Treasury," a companion book to "Dining on Rails."

Wide assortment of all kinds of railroadiana. $1 for list. Station Master, W9494 Hwy. 103, Waupun, WI 53963-9730.

PRR steam, diesel, electric, passenger and freight cars, cabins. See FJC below.

N&W, NKP, Wabash, Southern steam, diesel, equipment. See FJC below.

C&O, B&O, CS steam, diesel, equipment. See FJC below.

LV, EL, CNJ, RDG, NH, NYC steam, diesel, electric equipment. See FJC below.

MKT, Frisco, KCS, MP, RI, CB&Q, Milwaukee diesels, equipment. See FJC below.

UP, SP, AT&SF, D&RGW steam, diesel, equipment. Duplicate slides. List, sample $2. FJC, P.O. Box 3102, Newport, DE 19804-0102.

White Mountain NH video, VHS. Climb aboard an ex-Maine Central motorized railcar for an exciting ride on the soon to be abandoned mountain route from Portland to St. Johnsbury. Climb 900 feet in nine miles as we wind through Crawford Notch on a shelf cut through over 100 years ago. Send $29.95 to George Kenson, 47 Arlene Ave., Wilmington, MA 01887.

Green Mountain Railroad Video, 70-minute VHS cassette of 52-mile Vermont Railroad on its daily trek to Rutland. Exciting shots from the aging GP9 and bay window caboose of narrow mountain rock cuts and high trestles in their winter ascent of Mt. Holly. Rural New England towns, including abandoned Steamtown as seen by the cab crew. Send $29.95 to George Kenson, 47 Arlene Ave., Wilmington, MA 01887.

The land of cheese, chocolate, watches, and trains: Spectacular photos and slides of long distance trains, mountain trains, and panarama views. For your model railroad, closeup shots of the Swiss Chalets and Swiss mountain "Dorfs" villages. List and sample $4. Lukas Frey, Untergasse 4, 4142 Munchenstein Switzerland. Call 061-464943.

Olympian photo has moved to 1049 Walnut St., Bremerton, WA 98310. Duplicate slides: Western steam, diesel, electric, loggers, passenger trains, coaches, M of W, and cabooses. LSSAE and dollar for list and sample or call (206) 373-9909.

Scarce, rare, and out-of-print books, manuals, publications, and miscellaneous railroad items. Send 44¢ in stamps for catalogs. Western Book Company, Dept. TM, P.O. Box 271, Gaston, OR 97119.

A Century of Pullman Cars, Volume I: Alphabetical list. A classic reference, listing the names of over 21,000 Pullman cars and their essential characteristics (from original Pullman records). Volume I is the car finder and the key for identification and quick reference for future Volumes II through V. No. 10-6715, $49.95. Greenberg Publishing, Sykesville, MD 21784. (301) 795-7447.

Pennsylvania traction books, slides, and photographs. LSSAE for information. Ben Rohrbeck, 1003 N. Chester Rd., West Chester, PA 19380.

W&LE caboose blueprint from original line drawing. "Master Car Builders Office," 1892, 24" x 36", $20. Tom Diehl, 17 Ohio, Navarre, OH 44662.

Railroadiana: Lanterns, china, hardware, paper, etc. LSSAE for new listing. Marotte, 561 Weaver Ave., Chambersburg, PA 17201.

Railroadiana: Send LSSAE for new spring list of china, silverware, lanterns, locks, keys, timetables, and much more. Railroad Antiques, 532 Corona, Denver, CO 80218.

Quality Kodachrome originals. Thinning collection, my choice of 36 for $10.50. Also two shoeboxes full of culls, $50 each. Andrew Taylor, 2400 Prairie Rd., Topeka, KS 66614.

Railroad conductors' uniform buttons. Send $2 for three samples and list. Joseph Lajoie, P.O. Box 3, Methuen, MA 01844.

Private collection of railroad books, photos, and postcards. $1 for 8-page list. Richard Thomas, 245 N. W. Yukon Dr., Port Charlotte, FL 33952.

Original 4" x 5" black-and-white 1950's steam negatives. Michael Casen, 919 Hilltop Dr., Richmond, VA 23225. (804) 233-2489.

Railroad postcards in full color, old and recent scenes, Conrail and predecessor railroads: C&O, CB&Q, CSX, D&RGW, FEC, GN, KCS, MP, L&N No. 152, N&W No. 611, Frisco, Cotton Belt No. 819, Southern Crescent, SP, SP&S, T&P, and more. Fifty-five new postcards for $7.50 or $1 for six samples and complete listing. Mary Jayne's, Route 5, Box 132-A, Covington, VA 24426.

Railroadiana bought and sold. I have steam and diesel information/listings of material from most major U. S. lines, back issues of magazines, etc. Be specific. SSAE to Nestle's Railroadiana, Ray Rd., Greenwich, NY 12834.

Rock Island "Route of the Rockets" stationery (with train), ten envelopes, and ten notesheets, $3. Melin, 403 Route 1275, Polk, OH 44866.

Colorado Midland (Indian), Market Street Railway (Cable Car) and New York, New Haven and Hartford (Script) uniform button blazer sets. Two large, six small $7.95 each. Joseph Lajoie, P.O. Box 3, Methuen, MA 01844.

Milwaukee Road former mainline land near Missoula, Mont. Gorgeous area, nice homesite. LSSAE: Jeffrey Showell, 9391 Kayenta Dr., Tucson, AZ 85749.

Milwaukee Road train sheets; Madison, S. D., 1930's to 1950's. Five sheets for $5, rolled, postage paid. Kerslake, Route 1 Country Estates, Madison, SD 57042.

Australian and New Zealand slides. Original Kodachrome roster, action $2 list and sample. E. Walsh, 17A Scott St., Mortdale 2223, Australia.

Railroad books at discount. Check our low prices. Send LSSAE for list. Railroad Equipment, Dept. T, 725 Fullerton Dr., Turlock, CA 95380

Railroad collectibles. Passes, dining car china and silver, Official Guides, telegraph equipment, etc. Send $1 for next two lists. The Freight Room, 5430 E. Los Angeles Ave., Apt. 74, Simi Valley, CA 93063.

Video tapes to trade: Have 90-minute VHS tapes with sound of Cajon, Tehachapi, San Timoteo, and more. Trade for northwest, midwest, and eastern areas. SSAE for details. 92 Lloyd, Newbury Park, CA 91320.

For sale: Original full-size CF7 diesel locomotive Santa Fe 2649. Interested parties write to: Anthracite Railroads Historical Society, Inc., P.O. Box 119, Bridgeport, PA 19405

Photos. Black-and-white. Major roads and shortlines. SSAE for list. Bob Lorenz, 1939 Whittaker Dr., Fremont, OH 43420.

Rare railroad recipes. From dining cars of famous bygone trains. Delicious. Ten only $5. LSSAE to John Chappell, 131-3 Thompson Street, New York, NY 10012.

Railroadiana paper. LSSAE brings list. Westshore Limited, P.O. Box 1162, Woodstock, NY 12498.

Back issues of rail company magazines: Penn Central Post, and L&N. Railroad magazines: TRAINS, MODEL RAILROADER, and Railfan for sale. SSAE for list. Irwin, Railroad Museum, 123 Rosenberg, Galveston, TX 77550.

New low price: Our recent sale was so popular that we have a new low price of $16.95 for documentary film, "Cadillac of the Group, The Travels of N&W 611." Produced by a veteran TV photojournalist. VHS. Railway Productions, Les Jarrett, 3627 N. Rockton, #304, Rockford, IL 61103.

L&N back in steam! Coastline slides captures the excitement and glory as K-2A Pacific No. 152 steams passenger trains through Appalachian coal country. Sixteen-slide set, $8. Twelve other action-packed sets available. List and sample slide, $1. Coastline Slides, 1143 Patrick, Fayetteville, NC 28304-9640.

Railroad books. Good selection and prices. List SSAE. Harlan Lane, 1019 Gravely Rd., Kingsport, TN 37660.

New roundhouse railroadiana list. Great variety of china, glass, paper, and miscellaneous. Send $1 to Serpico, P.O. Box 638, Hawthorne, CA 92051.

"North Platte Canteen," a history of world famous WWII service men's canteen located in North Platte, Neb., Union Pacific Railroad station. Softcover, 36 pages, $8 postpaid. South Platte Press, P.O. Box 163, David City, NE 68632.

Railroad videos. Beta only. Half of original price. List SSAE. Harlan Lane, 1019 Gravely Rd., Kingsport, TN 37660.

Delivered anywhere. U. S. operational CNJ coach. Open windows, tight locks, rollers, and beautiful mahogany interior. Also, restored heavyweight Pullman. Ten bedrooms, parlor, kitchen, mint. Details $1 stamps. A. Coleman, 28 Brookhaven Blvd., Pt. Jefferson Station, NY 11776.

Railroad video rentals. Low cost rental plan lets you watch all those great videos you can't afford to own. For details write. Clear Signal Video Rentals, P.O. Box 418, Sharpsburg, MD 21782

Back issues: TRAINS and Railfan & Railroad magazines. Send SSAE for list. Robert E. Padgett, Route #1, Box 218, Banks, OR 97106

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Original engineering blueprints, maintenance, and operating manuals for Boston & Albany D1a double-ender (4-6-6T) sought by live steam modeler wishing to construct detailed model. Have some original drawings, willing to copy. Correspond to D. Carr, 86 Old Sheppard Ave., Willowdale, Ontario, Canada M2J 3LS.

Railroadiana: Seven pages of quality authentic collectibles. Send $1 for current list. Golden Age Memories, P.O. Box 9623, Madison, WI 53715.

Texas, European, and all other railroadiana collectors! 39¢ LSSAE brings giant list. Hauschild, 6158 Holmes, Kansas City, MO 64110

Trackside Times, newsletter with photos and rail operations from the Great Lakes to the Gulf, from the Atlantic to the Mississippi (excluding the northeast). Subscriptions $10 for six issues. Send for sample. 4415 E. Greenview Dr., Dayton, OH 45415

Protect your public system timetables with clear plastic covers. 100 for $4, or 200 for $7. Please add $1.50 postage. Grayland Station, P.O. Box 31344, Chicago, IL 60631.

WANTED

Seth Bramson. 330 N.E. 96th St., Miami Shores, FL 33138 wants anything FEC or predecessors, anything Florida.

Timetables: High prices paid. Carl Loucks, 199 Wayland, Hamden, CT 06518

Seth Bramson is one of America's largest buyers of railroad and trolleyana. Top prices paid. Try me first. Postage paid on approvals. 330 N.E. 96th St., Miami Shores, FL 33138.

Buying railroad china. Especially manufactured by Buffalo or Syracuse China. Altman, P.O. Box 422, Williamsville, NY 14221

Railroad china wanted. Collector buying railroad china, especially Baltimore & Ohio blue-and-white Centennial. Charles Miller, 3106 N. Rochester St., Arlington, VA 22213.

Vic Reyna is buying traction negatives of west coast lines; SFM, MSR, KS, PE, IER, EBT, PG&E, etc. Also all mainline electrics. Details to P.O. Box 568, San Francisco, CA 94101.

Negatives wanted: Buying collections of SP, WP, UP, AT&SF, GN, NP, SP&S, etc. Both diesel and steam. Write to: Vic Reyna, P.O. Box 568, San Francisco, CA 94101.

Wanted: Original Kodachrome slides of action shots of Class 1 railroads and western roads, especially UP and unit train. Will pay top dollar for duplication and copyright release. Prototype Pix, 8404 Gemini Dr., W., Jacksonville, FL 32217.

TRAINS Magazine, pre-1950 issues, rail books, older Official Guides, railroadiana collections, Pullman door nameplates. Arlix, Box 5063-C, Philadelphia, PA 19111.

Magazines before 1950. Cyclopedias, books, railroadiana. Ben Smith, 861 Ronnie, Philadelphia, PA 19128

Wanted: Two ceiling kerosene lamps suitable for 1880-1900 narrow gauge railroad passenger car. Bill Vonseht, Route 1, Coon Valley, WI 54623. (608) 452-3590 from 6:30 to 8 p.m.

Locomotive builder/number plates, tall, fixed globe lanterns, colored cast globes. Send description, price. Tim Moore, Box 494, Avon, CT 06001 (203) 651-9684.

Former slide photographer? Do you have a dormant slide collection that you'd like to convert to cash? I've paid out over $200,000 for slide collections over the past 10 years, and am constantly seeking additional quality material. Primary interest is in pre-1970 slides, but will consider groups which also include newer material. I can offer ready cash for such slide collections, and will travel to your location at any time to inspect your material. Dick Wallin, Box 1784, Springfield, IL 62705. Phone (217) 498-9279

Railroad books wanted for personal library. Inquiries answered. Thales, Box 221, Kingston, NJ 08528.

Anything CB&Q, C&S, and FW&D. Mike Spoor, 2521-D Potomac Dr., Houston, TX 77057.

Railroad Man's Magazine 1906 on, all issues. Railroad Stories 1929 on, all issues. Railroad Magazine 1940 only, all issues, to replace my stolen collection. Bob Hess, R. D. 1, Box 691, Shepherdstown, WV 25443.

Wanted: Good working, "Alamite Gun" and the Hard grease. William Cashin, Project 39, P.O. Box 1013, Riverhead, NY 11901.

Wanted: Rail books, paper collections, magazines, cyclopedias, Official Guides, calendars, express, and railroadiana. Steve Botan, 14395 Baker, Westminster, CA 92683.

Wanted: Pre-1960 issues of TRAINS. Alker, Mayflower Court, Martinsville, NJ 08836.

Wanted: 16, 20, or 30-pound rail. J. Smith R. D. 2, Box 126, Port Allegany, PA 16743. (814) 544-9092.

Bellefonte Central photos and information wanted for use in forthcoming book. Jack Rudnicki, P.O. Box 42711, Philadelphia, PA 19101. Call collect (215) 985-2172.

Wanted: Slides of Centuries on the D&H, LV, and CR, especially 6-axle. Dan Crossman, 32 Cameron St., Bath, NY 14810.

Pittsburgh & West Virginia, anything. Tim Shaffer, P.O. Box 485, APO New York, NY 09109.

Wanted: Books and photographs concerning underground freight railway linking Chicago department stores. Steve Hobson, 511 Hazeldell Ave., Winnipeg, Manitoba, R2K OR4, Canada.

Logging railroads of Michigan: Photos, maps, business records, stationery, passes, etc., wanted for major book project by Dr. Carl Bajema, Loutit Hall of Science, Grand Valley State College, Allendale, MI 49401. Photos and/or photocopies of original item acceptable in many cases. (616) 791-9010, evenings and weekends.

RF&P steam photos and slides. Thomas Brown, 5342 Overton Rd., Nashville, TN 37220.

Wanted: Dietz Vesta railroad lanterns. Central of Georgia, Erie, GM&N, C&BL, Cambria, PS&N, CVRR, Penna, L&HR, B&O, FJ&G, NYS&W, or any unusual marked vesta. Carl Ellerman, R. D. 2, Box 226, Landisburg, PA 17040.

Tourist line operator wanted. To plan, develop, open, and operate a tourist train in the Wheeling, W. Va., area. We have heavy existing tourist trade and can offer some financing assistance to the right party. Ohio Valley Industrial & Business Development Corporation, P.O. Box 1029, Wheeling, WV 26003. (304) 232-7722.

RAILROAD SHOWS

February 7-8, 1987: Indianapolis, Ind., Second Annual Show and Sale, Holiday Inn, I-70 East, Shadeland exit 89. Saturday 10 a.m. to 6 p.m., Sunday 10:30 a.m. to 4:30 p.m. Adults $2, teens $1, under 12 free. Dealer information/tables: Boxcar Annie's, Box 335T, Centerville, GA 31028.

February 14, 1987: Jacksonville, Fla., Southeastern Railroadiana Collector's Eighth Annual Railroadiana/Model Train Sale and Trade Show. New location: Jacksonville's Prime Osborn Convention Center, 1000 W. Water St., 9 a.m. to 4 p.m. Admission $2, tables $20. Information, LSSAE to Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

February 21-22, 1987: Baltimore, Md., and Washington D. C., Second Annual Show and Sale, Holiday Inn, U. S. 301 and 50 at MD 450, Annapolis. Saturday 10 a.m. to 6 p.m., Sunday 10:30 a.m. to 4:30 p.m. Adults $2, teens $1, under 12 free. Dealer information/tables: Boxcar Annie's, P.O. Box 335T, Centerville, GA 31028. (912) 953-3782.

March 7-8, 1987: Bayrails '87. Sponsored by South Bay Historical Railroad Society, located at Santa Clara Freight Station, 1005 Railroad Ave., Santa Clara, CA 95050. A program of movies, slides, and presentations by well-known railroad historians and authors. Admission $10. Contact Jerry Boston (408) 446-3778 or Ed Peterman (408) 225-0273.

March 21, 1987: Carolina Train and Toy Show, National Guard Armory, 300 6 St., Belmont, N. C., 10 a.m. to 3 p.m. Admission $1.50, under 12 free with adult admission. Information: SSAE to North Marietta Depot, 2640 Frazier Rd., Marietta, GA 30066 (404) 427-8093, evenings.

March 22, 1987: Sixth Annual Chicagoland Railroadiana Show, 10 a.m. to 4 p.m. West Leyden High School Fieldhouse, 1000 N. Wolf Rd., Northlake, Ill. Over 150 tables. For information, SSAE to Steve Mazanek, P.O. Box 31344, Chicago, IL 60631 (312) 775-5623

April 4, 1987: Seventh Annual Arkansas Railroad Club Show/Sale. Fisher Armory, North Little Rock, Ark., near the junction of I-40 and I-30. LSSAE for information: Bill Pollard, Box 10222, Conway, AR 72032.

April 4, 1987: Blackhawk Chapter Swap Meet, First Lutheran Church, 55 W. Benton St., Joliet, IL 60431. 9 a.m. to 2 p.m. Adults $1, children 50¢. Information. SSAE to Steve Tharp, 2289 New Lenox Rd., Joliet, IL 60433. (815) 726-7101.

April 5, 1987: Seventh Annual Helena Railroad Fair. Civic Center Ballroom, Helena, Mont. 10 a.m. to 4 p.m. Set-up 8 a.m., $15 per table. $1 general admission. For information call John A. Elliott, 24 S. Montana Ave., Helena, MT 59601. (406) 443-2348

April 5, 1987: Fifth Annual Buckeye Railroad and Transportation Artifacts Sale. Ohio State Fairgrounds, Rhodes Center Building, Columbus, O. Over 150 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. Come to the heart of Ohio for superb railroadiana, on sale from many of the top collectors and dealers in the U. S. For information: LSSAE to Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. (216) 755-1914.

April 11, 1987: Forest City Railway Society Annual Slide Swap/Trade Day at All Saints Anglican Church, Hamilton Rd., London, Ontario. Afternoon only. Entry $2, dealers welcome. Platt, R. R. #3, Ingersoll, Ontario, Canada N5C 3J6.

April 25-26, 1987: The Cornfield Meet, one of America's biggest and best railroadiana shows, announces a new location and format. Now at Los Angeles County Fairgrounds. Mark your calendar and write for full details today. Dealer inquiries invited. Possum Belly Caboose, P.O. Box 1285, Glendora, CA 91740. (818) 963-8845.

April 26, 1987: Tampa, Fla., Fifth Semi-Annual Sunshine Railroadiana Collectors Train Show. Models and railroad collectibles, Holiday Inn Busch Gardens (exit I-275 at Fowler). 10 a.m. to 3:30 p.m. Admission $2, 12 and under free. For information and/or tables: Kent Sprecher, 11382 81 Place N., Seminole, FL 33542. (813) 399-2136.

May 3, 1987: Greater Delaware Valley Train and Railroadiana Show and Sale. Betsy Ross Convention Center, Route 130 South (between Tacony-Palmyra and Betsy Ross bridges), Pennsauken, N. J., from 9 a.m. to 4 p.m. Over 250 tables available and 20,000 square feet. Information, SSAE to Bruce Heiner, P.O. Box 240, Gibbsboro, NJ 08026. (609) 596-1630.

May 24, 1987: Sixth Annual Lone Star Railroad and Transportation Artifacts Sale. Will Rogers Memorial Center, Fort Worth, Tex. This is one of the largest railroad and transportation artifacts shows in the southwest. Over 125 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Terry Adams, 4220 Shannon Dr., Ft. Worth, TX 76116. (817) 732-2117.

June 21, 1987: Tenth Anniversary Great Pacific Coast Railroadiana Show and Sale. Scottish Rite Temple, 6151 H St., Sacramento, Calif. Hours: 10 a.m. to 4 p.m. Twelve-foot tables, $30. Admission $2.50. Contact Roy Gabriel, P.O. Box 981, Sacramento, CA 95805. (916) 485-2800.

July 11-12, 1987: Eleventh Annual Mile High Railfair, Denver, Colo. Rocky Mountain area's premiere railroad show, featuring all types of railroadiana and related rail hobby items. Over 100 exhibitors including rail artists, authors, china and silver collectors, modelers, and photographers. Railfair souvenirs, movies, and door prizes all combine to make up two days of railroading in the finest tradition! For information send LSSAE to: NRHS-Railfair, P.O. Box 5181, Denver, CO 80217.

July 12, 1987: Second Annual New England Railroad and Transportation Artifacts Sale. The Eastern States Exposition Center (The Big E), The New England Building, 1305 Memorial Ave., (Route 147), West Springfield, Mass. Come to one of New England's largest railroad artifact sales. Over 150 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Miller, 3106 N. Rochester St., Arlington, VA 22213. (703) 536-2954.

July 26, 1987: Eighth Annual Northeastern Ohio Railroad and Transportation Artifacts Sale. Austintown Fitch High School, Austintown, O., near Youngstown, O. Over 125 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. (216) 755-1914.

August 8, 1987: Galesburg, Ill., Railroadiana Show and Sale, Jumer's Continental Inn, I-74 exit 48. 9 a.m. to 3:30 p.m. Admission $2, in conjunction with National Association of Timetable Collectors Annual Convention. For information, LSSAE to Hannah, P.O. Box 1182, Galesburg, IL 61402-1182.

October 11, 1987: Second Annual Queen City Railroad and Transportation Artifacts Sale. Cincinnati National Armory, 4100 Reading Rd., (Route 42), Cincinnati, O. Over 150 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. (216) 755-1914.

Greenberg's Great Train, Dollhouse & Toy Shows. Valley Forge Convention Center, King of Prussia, Pa., February 14-15, 1987. William Paterson College, Wayne, N. J., February 28-March 1, 1987. Shriner's Auditorium, Wilmington, Mass., March 7-8, 1987. Timonium Fairgrounds, Timonium, Md., March 21-22, 1987. Admission $4, under 12 free with an adult admission, 11 a.m. to 5 p.m., daily. Information: Greenberg Publishing, Sykesville, MD 21784. (301) 795-7447.

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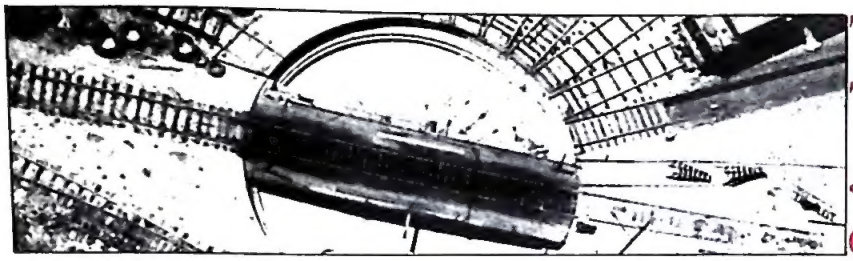

TRAINS TURNTABLE ... a page of opinion.

The case against the caboose

1 MUCH of the public's perception of railroading is framed within the sight of the familiar "little (pick-your-color) caboose." With ratification of recent agreements with the United Transportation Union, the caboose is being phased out—initially on a fixed percentage, then as they wear out. Those who ride and repair cabooses have used questions of safety and loss of jobs to encourage resistance to cabooseless operation—in some cases, all the way to state legislatures. Rail management asserts that costs in both monetary and human terms do not justify the further use of occupied cabooses on trains and engines.

I am not a capital planner, so there is little in my argument which can support exactly how costly in dollars cabooses are to operate and replace on my railroad. I am Assistant Terminal Superintendent for the Cotton Belt at Armourdale Yard in Kansas City, and I estimate we spend $300 a day in direct operating crew time handling cabooses between trains and the cab track. Add figures for fuel, repairs, supplies, replacement, and the super stop-gap costs associated with any problem which has to be handled on other than the cab track.

Issues of safety and improved technology go hand in hand when we deal with removal of the caboose. These issues include compliance with flagging requirements to the rear of the train, provision of various types of aid to injured, and inspection of right-of-way and train for fire, dragging equipment, and trespassers.

Under radio dispatching rules in effect on the Cotton Belt, trains and engines authorized in a direct traffic control (DTC) block are relieved from protecting to the rear as prescribed in Rule 99. The Tucson and Kansas City Divisions pioneered DTC on the Golden State Route in 1983, and now virtually all the Southern Pacific/Cotton Belt System not governed by CTC, interlocking, or Rule 93 (yard limits) is under DTC rules. The system is flexible, safe, and particularly useful within automatic block signal territory.

As for first aid in the event of personal injury, the injury probably happened on the caboose itself. In 1984, Southern Pacific reported to the Texas Railroad Commission that 37 employees sustained an injury attributable to being on or working with cabooses. SP has an excellent locomotive engineer training program, but can't repeal laws of physics. Immediate change of train speed is magnified to the rear end like a whip. This phenomenon—slack—is merciless in its injuries to people regardless of how well the train is handled or the crew may be braced. There is no middle ground in safety. We must reduce this source of injury to zero.

Inspection for fires along the right-of-way on Southern Pacific's Oregon Division is often made not only by train crews, but by track patrols who follow trains during high risk periods. Experience shows that few fires have time to ignite and be visible to someone riding the rear end in the time it takes a train to pass a given point. Track patrols also inspect track and structures after an emergency application of brakes. Regardless of which end is checked first, a complete inspection of the train from the ground is required under the rules when the application is sustained at low speeds.

Inspection of passing trains for shifted loads, hot bearings, loose wheels, and dragging equipment is being mechanized with results reported to the engine by radio directly by the detector. Visual inspection by employees is still required at meeting points, and crew members on the head end can observe the same amount of the train as the crew on an occupied caboose. Problems with cutting public and railroad crossings at grade, reporting spills of any commodity—hazardous or not—are surmountable minus an occupied caboose.

Job protection is a lively subject in an industry whose employment dropped from 566,000 in 1970 to 302,000 in 1985. Operation of a train without an occupied caboose is not a job issue, it is a work issue. Crew consist agreements may be made distinct from where the given-sized crew is located on the train. Not having a caboose implies efficiencies in operation and upkeep whose impact on jobs is subject to good faith negotiations. Appeal to legislative relief is a throwback to regulation that does not protect jobs or promote job security.

In Kansas City, the Cotton Belt began cabooseless operation in 1980. Our crews handle transfers routinely whose weight and length match any over-the-road train. Having all the crew on the head end helps movement in foreign-line yards and avoids the misunderstandings in trying to work on someone else's railroad. Presence of a crew member on the rear when required by the rules is possible with advance planning.

We may rest assured that the over-the-road trucker diverted a lot of business by using all the technology available to him. For the rail industry to do anything less is to perpetuate expense and conditions no longer justified by safety, to price us all out of a job and an avocation, and to drive off the outside investment confidence we need to survive.—ROY W. GELDER.

ROY GELDER, 32, earned an MM-Transportation degree at Northwestern University. His K.C. tenure for Cotton Belt began in 1981, and he lives with his wife Diane and daughter Kathryn in Lenexa, Kans. Opinions stated herein are his own, and not necessarily those of his employer.

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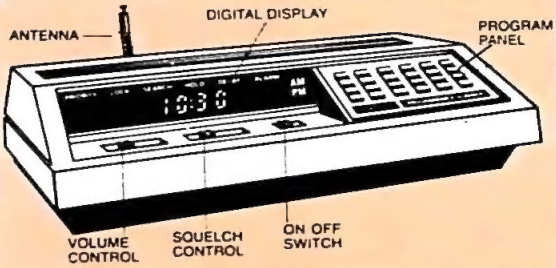

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FANON M8HLU DC Crystal Scanner	99.99	(5.00)
FANON PSK-1 AC Adapted for M8HLU	12.99	(*)
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FOX Mounting Bracket for BMP-1060	9.99	(*)
WHISTLER Spectrum Radar Detector	199.99	(5.00)
WHISTLER Remote Spectrum Radar Detector	199.99	(5.00)
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Regency® MX4000

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Digital programmable 20 channel scanner operates as a Base or Mobile unit or can be used as a portable with rechargeable Ni-Cad batteries included. MX4000 covers the following frequency ranges: 30-50 MHz, 118-174 MHz, 406-512 MHz, 800-950 MHZ. Features compact size of 5¼" x 2½" x 7½", memory backup, scan delay, priority, dual scan speed, channel lockout, jacks for earphone and external antenna, keyboard lockswitch, one year factory warranty. Sidelit liquid crystal display for night use, program AM or FM mode, search or scan, reset button. Complete MX 4000 package includes telescopic antenna, mobile mounting bracket, mobile power cord, rechargeable Ni-Cad batteries, wall charger adapter. All for the low price of $179.99 plus $7.00 shipping each. (Optional extended warranty: 3 years $35; 2 years $25.) Optional cigarette lighter Plug #4000MPC $4.99.

Bearcat 100 XL

$199.99 (6.50 shipping) *Handheld digital programmable, no crystal portable scanner. 16 channels, search feature, plus more! Frequency range: 30-50, 118-174, 406-512 MHz. Included in the package is a flexible rubber antenna, earphone, battery charger/AC adapter, 6 AA Ni-Cad rechargeable batteries and a heavy duty carry case. All for the low price of:*

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(3 year extended warranty only $35.00, 2 year $25.00)

REGENCY RH-256 B
PROGRAMMABLE TRANSCEIVER

RH-256B Transceiver, 16 channel 12 VDC 2-way Radio fully programmable in transmit and receive mode. Includes built-in CTCSS tones for encode/decode, time-out timer, scan delay, 25 watts transmit power, priority, plus more. Frequency spread as shipped 152-158 MHz. Package includes mobile mike, bracket, mobile antenna, and all cables and instructions for installation. ***Special package deal only:*** **$399.99** *(7.75 shipping)*
(2 year extended warranty $49.00 — 3 year $69.00)

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Call (518) 436-9606 to place orders by phone or mail orders to ***Scanner World***, 10 New Scotland Av., Albany, NY 12208. Orders will be shipped same day received by United Parcel Service. ***Scanner World*** accepts VISA, MasterCard (COD shipments by United Parcel will be for cash or certified checks only). Mail orders with personal or business checks will be held 4 weeks for bank clearance. Orders with cashiers checks or money orders shipped same day received. Prices, specifications and terms subject to change without prior notice. If items are out of stock we will backorder and notify you of delivery date. All shipments are F.O.B. ***Scanner World*** warehouse in Albany, NY. We are not responsible for typographical errors. All merchandise carries full manufacturers warranty. Bid Proposals and Purchase orders accepted from Government agencies. Free full line catalogue available upon request. No minimum order. New York State Residents add 7% sales tax.

SHIPPING CHARGES

(*) Add ($) per scanner, and $3.00* for all accessories ordered at same time. C.O.D. shipments will be charged an additional $3.00 per package. Full insurance is included in shipping charges. All orders are shipped by United Parcel Service. Shipping charges are for continental USA only. Outside of continental USA, ask for shipping charge per scanner.

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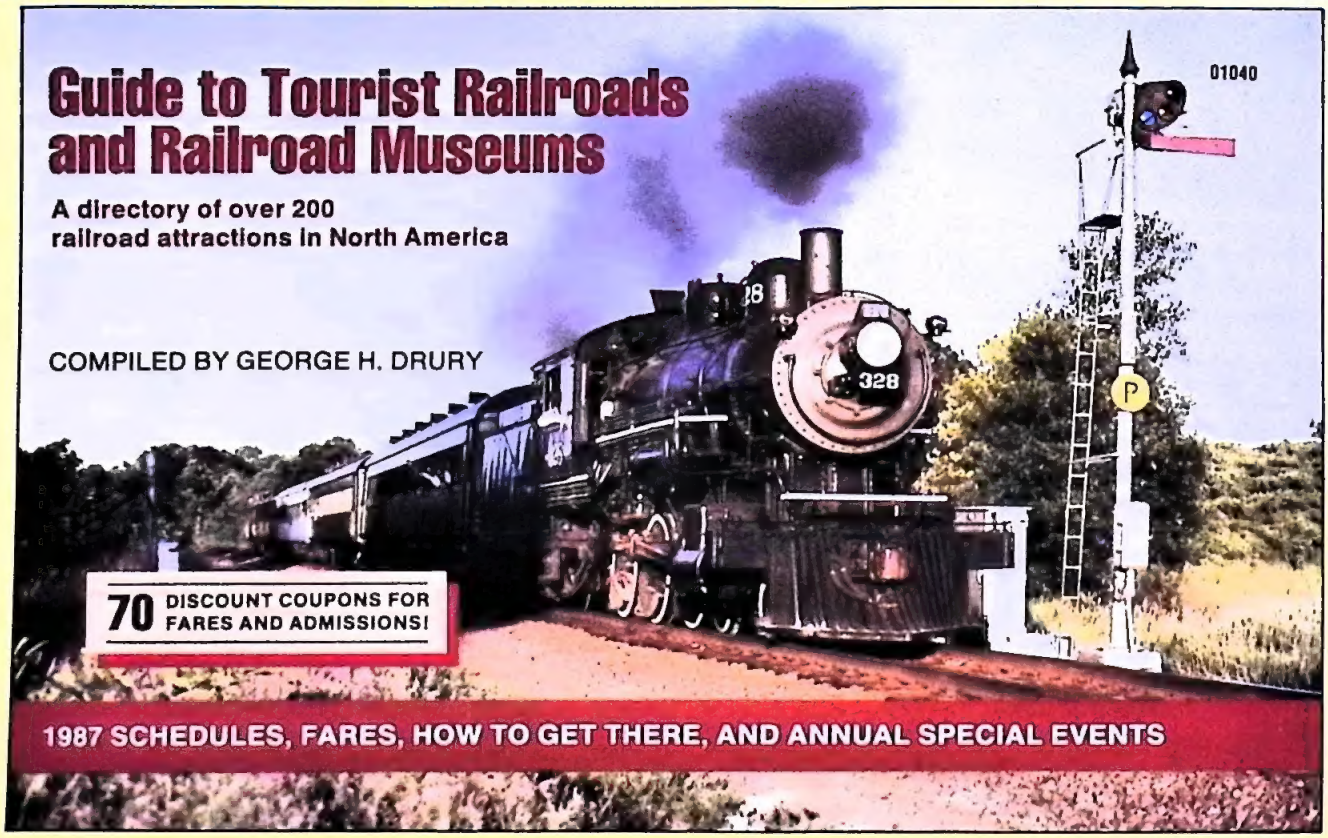

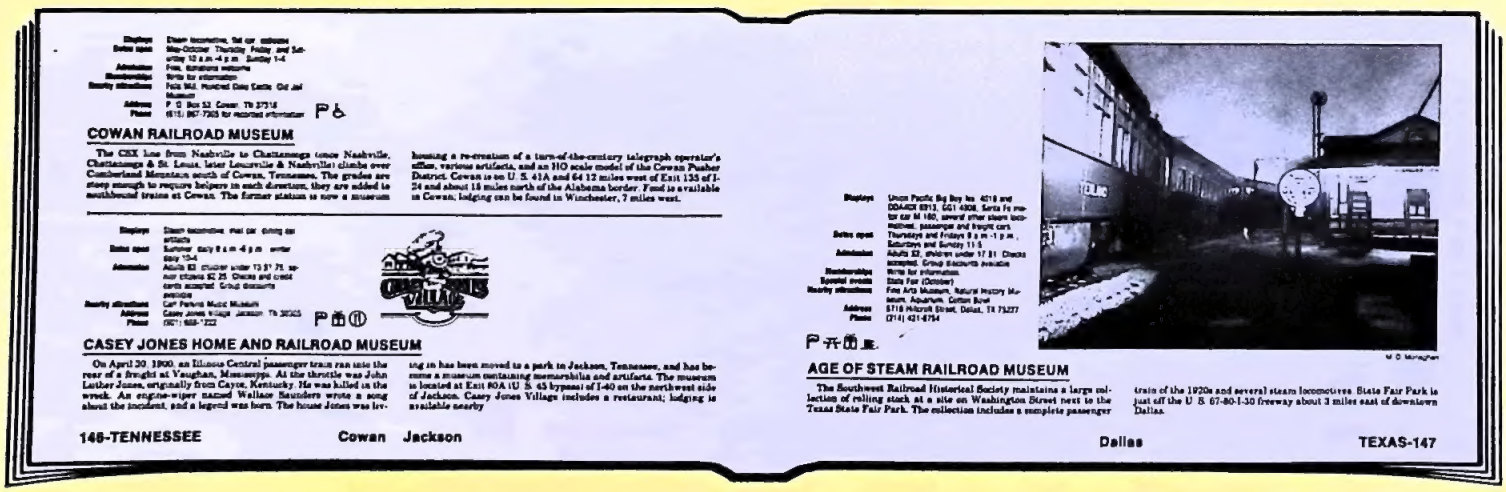

COWAN RAILROAD MUSEUM

The CSX line from Nashville to Chattanooga (once Nashville, Chattanooga & St. Louis, later Louisville & Nashville) climbs over Cumberland Mountain south of Cowan, Tennessee. The grades are steep enough to require helpers in each direction; they are added to southbound trains at Cowan. The former station is now a museum housing a re-creation of a turn-of-the-century telegraph operator's office, various artifacts, and an HO scale model of the Cowan Pusher District. Cowan is on U. S. 41A and 64 12 miles west of Exit 135 of I-24 and about 15 miles north of the Alabama border. Food is available in Cowan; lodging can be found in Winchester, 7 miles west.

CASEY JONES HOME AND RAILROAD MUSEUM

On April 30, 1900, an Illinois Central passenger train ran into the rear of a freight at Vaughan, Mississippi. At the throttle was John Luther Jones, originally from Cayce, Kentucky. He was killed in the wreck. An engine-wiper named Wallace Saunders wrote a song about the incident, and a legend was born. The house Jones was living in has been moved to a park in Jackson, Tennessee, and has become a museum containing memorabilia and artifacts. The museum is located at Exit 80A (U. S. 45 bypass) of I-40 on the northwest side of Jackson. Casey Jones Village includes a restaurant; lodging is available nearby.

146-TENNESSEE Cowan Jackson

AGE OF STEAM RAILROAD MUSEUM

The Southwest Railroad Historical Society maintains a large collection of rolling stock at a site on Washington Street next to the Texas State Fair Park. The collection includes a complete passenger train of the 1920s and several steam locomotives. State Fair Park is just off the U. S. 67-80-I-30 freeway about 3 miles east of downtown Dallas.

Dallas TEXAS-147

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